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No. 26,046

HONG KONG, THURSDAY, DECEMBER 6, 1928.

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YEO GUILTY!

TEN YEARS' HARD LABOUR SENTENCE FULL COURT APPEAL?

"Guilty of Uttering but Not Guilty of Forgery"

PRISONER PROTESTS THAT WIFE IS INNOCENT

Sensation followed sensation in the closing stages at the Criminal Sessions in Carvalho Yeo's trial to-day—the thirteenth day—culminating in his being sentenced to ten years' hard labour. Three points were referred by the Judge to the special jury who found accused guilty of uttering the three Treasury cheques for over \$250,000 and not guilty of forgery.

Intimation was given by defending counsel that there is to be an appeal to the Full Court. The jurors were absent for only twenty minutes. They expressed a wish to add a rider, unfavourable to Carvalho Yeo, but were forbidden by the Judge.

It was revealed that \$50,000 has been returned to the Government. Another sum of \$130,000 in American bonds was mentioned. Referring to this latter amount, Yeo declared emphatically that it did not come from the Government, that it belonged to his wife, and that she was innocent, but her whereabouts are unknown.

\$50,000 PAID BACK TO TREASURY

This morning Mr. Eldon Potter, K.C. (leading counsel for the Crown), made his closing address to the jury.

He said that Mr. F. C. Jenkin, C.B.E. (counsel for the defence) had criticised the way in which the Crown's case had been conducted. He had told him (Mr. Potter) afterwards that his criticism was entirely impersonal. He (Mr. Potter) would now criticise the way in which the defence had been conducted and he trusted that Mr. Jenkin would take his criticism in the same way—as entirely impersonal.

Proceeding, Mr. Potter said that in all his experience at the Bar and in all the law books he had ever seen, he had never come across such a defence as the one put up for Carvalho Yeo. Only one word could describe it, and that word was "unique."

"Double Cross"

Mr. Potter went on to point out to the jury that Yeo's counsel had not only told them that accused was a swindler and a daring criminal, but he had even showed the lack in Yeo of the honesty which they expected to find even in a swindler, in that Yeo was prepared to "double cross" Tsang On-wing and get out with all the "swag."

Could anyone believe that Yeo had instructed counsel in a protracted hearing which had lasted 18 days merely that he should not be convicted of forgery?

Mr. Potter said that he had stated when he opened the case for the Crown that he would not take part in any test of strength between the Hong Kong & Shanghai Banking Corporation and the Government of Hong Kong. He would still hold to his decision, but he must put it to the jury that the Corporation was fighting over the remains of Carvalho Yeo in order to win, if they could, what they regarded as the first round of their fight with the Hong Kong Government. This fight, Mr. Potter said, was being fought in an arena in which the conditions were in favour of the Corporation.

Parlance of the Ring

If this was such a fight, then, to use boxing language, he would say that he was giving away at least 7 lbs. to his opponent. But, Mr. Potter emphasised, if this fight were continued at another venue, then they would meet at equal weights.

Mr. Potter also said that he did not care to score off accused, but it was his duty to point out to the jury that the whole defence was based on a suggestion of a trick—that the signatures of both the Hon. Mr. C. McL. Messer, O.B.E. (Colonial Treasurer) and Mr. T. Black (Treasury Cashier) had been obtained by a trick.

There had been great interest in the entire Court to discover what was the trick which could induce those two gentlemen to sign cheques for over \$250,000. The nature of that trick had not been disclosed by the defence.

Insult to Intelligence

Dr. J. L. Shellhear had been asked by one of the special jury (Mr. J. M. Alves) to give a suggestion as to what trick could have been employed to produce those disputed cheques, but Dr. Shellhear could not offer any.

Then, when Mr. Black and Mr. Tsang On-wing were in the box, it was thought that the trick would be disclosed by the defence, but it was not. There was only the suggestion to Mr. Tsang that the writing on the three disputed cheques was his and that the signatures on them had been obtained by a trick, but the defence did not say what that trick was. This, Mr. Potter said, was an insult to the intelligence of the members of the jury.

No Language Difficulty

Pressing that point, Mr. Potter said that they had evidence that Yeo had opened three banking accounts through which the disputed cheques had passed, and they also had evidence of his cashing cheques on those banking accounts, and finally, they had evidence that Yeo had \$80,000 in his pocket which was to allay the doubt of Mr. C. Choa. Was it conceivable that under those circumstances accused did not know the nature of the trick the defence suggested but which they did not disclose?

If counsel for the defence did not know what the trick was, he could very easily have found out from accused. It was not that there was any language difficulty. Yeo had asked for an interpreter and one had been provided and subsequently dispensed with. Mr. Potter referred also to the ease with which Mr. Jenkin had conferred with Yeo both whilst Mr. Moosa was in the witness box and subsequently in the Court library, without the aid of any interpreter.

Mr. Dovey Not Called

Mr. Potter then went on to say that the defence's criticism of the Crown was not justified in view of the facilities that had been given them right from the start of the case. The Crown had allowed Mr. Jenkin to take from the Bank any cheques he wanted, keep them, photograph them, examine and test, just to afford material for the defence. Mr. Jenkin had for the same purpose been allowed to examine vouchers at the Treasury, and he had been given by Mr. T. M. Hazlerigg, M.C. (Treasury Solicitor) all information he required.

Commenting on the point made by Mr. Jenkin that Mr. E. R. Dovey had not been called by the Crown, Mr. Potter asked why should they call Mr. Dovey when every point which he (Mr. Potter) desired to make appeared on the face of the disputed cheques for everyone to see? Counsel submitted that it would be sheer waste of time to call Mr. Dovey in such circumstances.

Expert Witnesses

Referring to the evidence, Mr. Potter said that as far as evidence (Continued on Page 7.)

TWO COMMODORES IN HONG KONG

CAPT. HILL ARRIVES

TRANSFER OF FLAG TO-MORROW MORNING

DEPARTURE ON SATURDAY

Captain R. A. S. Hill, R.N., arrived from Home this morning on the P. & O. s.s. "Mantua." He is the new Commodore 2nd class in charge of Naval Establishments at Hong Kong.

The present holder of the post, Commodore J. L. Pearson, C.M.G., R.N., proceeded to Kowloon wharf to meet his successor.

Subsequently Commodore Hill hoisted his broad pennant on H.M.S. "Petersfield." At sunset to-day, Commodore Pearson will strike his flag on H.M.S. "Tamar," the receiving ship in the R.N. Dockyard. Then at eight o'clock to-morrow morning, Commodore Hill transfers his flag to "Tamar."

To-morrow, the P. & O. s.s. "Malwa," homeward bound, arrives from Shanghai and will also go alongside Kowloon wharf. Commodore Pearson sails for Home by the "Malwa" on Saturday after the customary period of service here. He was appointed on Oct. 22, 1926. Commodore Pearson was promoted Captain on Dec. 31, 1917, a year before Commodore Hill attained that rank.

ALLIES & GERMANY

A FURTHER STATEMENT IN THE COMMONS

A DIFFICULT QUERY

London, Yesterday.

Several questions were put to Sir Austen Chamberlain in the House of Commons on the subject of his reply of Dec. 3 anent the evacuation of the Rhineland.

Sir A. Chamberlain said that the ex-Allied Powers were at present animated with the spirit of the declaration of President Wilson, Mr. Clemenceau and Mr. Lloyd George in 1919 in elucidating Clause 431 of the Peace Treaty to the effect that if before 1935 Germany gave proof of goodwill and satisfactory guarantees of a fulfilment of her obligations, the Allied Powers concerned would agree to an earlier termination of the period of occupation.

Sir A. Chamberlain denied that this reply was a contradiction to his answer of Dec. 3. The latter was two-fold, dealing with law and policy and the declaration mentioned to-day was in nowise an interpretation of the law, but merely a declaration of the intention of three Allied Governments named.

Col. Wedgwood asked if the Government agreed with the French view that the questions of evacuation and reparations were linked against the German contrary view. Sir A. Chamberlain insisted upon having notice of a question of such importance.—Reuter.

COTTON TRADE

MANCHESTER CHAMBER ADOPTS REPORT

FOREIGN COMPETITION

London, Yesterday.

The report of the cotton trade organisations on financial reorganisation in the cotton-spinning industry has been adopted by the Manchester Chamber of Commerce.

It points out that under the present financial conditions of the industry, trade is handicapped in foreign competition by the high fixed interest charges and depreciation costs, which need reducing so that capital must be brought into closer relation with the present earning capacity and that a number of large amalgamations of mills should be formed and should act in co-operation with each other in developing British trade overseas.—British Wireless Service.

EXPRESS CO.'S

BIG REORGANIZATION MENTIONED

\$200,000,000 CAPITAL

New York, Yesterday.

It is understood that plans are being prepared to unite the wealthy Express Companies of the United States into a Securities Corporation with a potential capital of \$200,000,000.—Reuter's American Service.

GIFT TO CAMBRIDGE UNIVERSITY

\$50,000 TO HAND

ROCKEFELLER FOUNDATION'S MUNIFICENCE

RESEARCH AND LIBRARY

London, Yesterday.

The Government have offered Cambridge University \$50,000 towards the sum required to enable the acceptance of the grant, conditionally promised by the Rockefeller Foundation. A further \$50,000 has been promised to the University from the Empire Marketing Fund, upon the recommendation of the Empire Marketing Board.

The former grant will be applied solely in respect to the School of Agriculture and the latter to the development of agricultural research and cognate sciences. Both sums are conditional upon the University raising the further contributions required to enable it to qualify for the Rockefeller offer.—Reuter.

\$750,000 GIFT

A telegram from London dated Oct., stated:

The outgoing Vice-Chancellor of Cambridge University has announced that the Rockefeller Foundation

FRESH AND CLOUDY

N.E. winds, fresh and cloudy, is the forecast till noon to-morrow.

The anticyclone has strengthened slightly. Fresh to strong monsoon may be expected along the S.E. coast of China and over the north China Sea.

Cambridge University has offered a gift to the university of \$750,000 to provide for the development of physical and biological studies and a new library, conditionally on the university securing the balance of \$229,000.

The building of the library, which alone will cost £500,000 will be commenced without delay, as the university had already earmarked \$250,000 therefor and the Rockefeller Fund had also earmarked a similar amount for the purpose.—Reuter.

Balance To Be Raised

A British Wireless message states:—

Cambridge University is to receive a gift of £700,000 from the International Education Board of the Rockefeller Foundation. This offer includes a contribution of \$250,000 towards the new university library, designed by Sir Gilbert Scott, the building of which will now be undertaken without delay.

The remainder of the gift will be devoted to the larger proposal of providing for certain new developments in physical and biological studies of the university which have for some time been regarded as urgent by the heads of those departments.

A condition is attached that the university should raise the balance of the sum required for the completion of the whole scheme.

The Vice-Chancellor, Rev. George Arthur Weekes, announced this "splendid offer of assistance." He added that inasmuch as the resources of the university were already pledged to the building of a new library it would be necessary to raise from outside sources the balance of \$229,000 required to fulfil the condition.

TOWN SEIZED

INFLUENCING PLANATION STRIKERS

"REDS" AT WORK

New York, Yesterday.

Private advices report that strikers, influenced by Communists, have seized control of four Colombian towns.

Nine thousand workers in planations are said to be involved in the strike.

All railway traffic has been held.—Reuter's American Service.

TO-DAY'S DOLLAR

The closing rate of the dollar on demand, to-day was 2/0 5/16.

AMERICA'S "BIG NAVY" MEN

A SURPRISE

PRESIDENT COOLIDGE'S SPEECH INCONSISTENT

A "BLUE PRINT NAVY"

New York, Yesterday.

Newspapers call attention to the sentence in Pres. Coolidge's speech enbled yesterday in which he requested that the date, namely July 1931, should be omitted from the plan in laying down fifteen cruisers. They declare that the "Big Navy" men are particularly surprised, as the President's Armistice Day address favoured the building of cruisers forthwith. They argue that if the date were left to the President's discretion the project would be reduced to a "Blue Print Navy."

\$15,000,000 for Repairs

Washington, Yesterday. Almost without debate the House of Representatives has passed the Britten Bill authorising an expenditure of about \$15,000,000 for alterations and repairs on the battleships "Pennsylvania" and "Arizona." For Naval Works.

The House of Representatives also passed a measure authorising an expenditure of \$10,000,000 on the construction of naval works and some twenty naval stations in the United States and foreign possessions.—Reuter's American Service.

CHINA'S TRADE

TWO CANTONESE GENERALS ATTEND

"HANOI FAIR" NOTES

Hanoi, Indo-China.

It is happy to note that some South China provinces like Kwangsi, Yunnan and Kwangtung are endeavouring to make their trade and industry better known abroad through international channels such as the Hanoi Commercial Fair (Nov. 26-Dec. 9) an institution under the high patronage of the Government-General of Indo-China and the auspices of the Chamber of Commerce and the Department of Agriculture of Tonkin.

To promote the trade of the island of Hainan, a part of Kwangtung province, the local government at Hoihow afforded financial assistance for merchants there to participate. General Gaston K. Huang (Wong Keun) and General Tai Ting-kai (of the 11th Nationalist Army), two enterprising officials of these districts, personally escorted a group of Chinese merchants to the Fair and saw the display of the goods sent to the exhibition.

Hainan Pavilion

At the opening of the Fair on Nov. 24, in which the acting Governor-General and the President of the Chamber of Commerce officiated, General Huang and General Tai were personally conducted to the Fair Ground from their temporary residence by M. Roger Gureau, Commissioner for Foreign Affairs of the Government-General of Indo-China.

The Hainan Pavilion was one of the very first inspected by the official opening party and the success of the Hainan enterprise can be appreciated from the sales of the first several days, amounting to more than \$2,000 each.

General Huang and General Tai had to return to Hainan before the close of the Fair. They left Hanoi well pleased with the result of their effort and the Chinese community in Hanoi only regretted that the province of Kwangtung as a whole did not avail itself of such an opportunity as offered by the Hanoi Fair.

Yunnan & Kwangsi

Yunnan, another South China province, was also officially assigned places at the Fair, but the late arrival of goods made it impossible for Yunnan fully to realize the benefit.

Kwangsi, a neighbour of Kwangtung, was not represented by the display of products, but Mr. Hin Kwang, foreign secretary of the Kwangsi Exposition Organization Commission, attended in an official capacity.

Mr. Wong's special mission to Indo-China during the Hanoi Fair was formally to invite the merchants of that country to participate in the forthcoming Kwangsi Exposition at Lichow, Kwangsi.

(Continued on Page 14.)

HIS MAJESTY'S CONDITION

NOW STRONGER

GOOD DAY WITH PLENTY OF REST

REASSURING STATEMENT

London, Yesterday.

Reuter is authoritatively informed to-night that the King had a good day with plenty of rest. His Majesty was certainly not worse than on Tuesday night.

The bulletin is regarded as being not unfavourable.

Great emphasis is laid on the fact of the King maintaining his strength to-night, and that it was the first time for several days that the doctors had been able to make a reassuring statement regarding his strength, which was considered to be a most important feature of the case.

The Chief Concern

The recrudescence of the fever is merely one of the many ups and downs that can only be expected and is not alarming.

The heart is still the physician's chief concern.

It is stated authoritatively to-night that there temperature had not risen by one degree or by a decimal point. The phrase referring to temperature in the bulletin simply means that there has been a slight rise.

Four doctors stayed for about two hours in consultation and again reviewed the case as a whole.

Sir Stanley Hewitt again stayed the night in the Palace.

H.R.H. At Aden

Aden, Yesterday.

H.M. "Enterprise" arrived here at 1 o'clock and immediately proceeded to an oil berth. There were no ceremonial guns or flags.

The Prince of Wales landed at 8 o'clock wearing khaki shorts and looking bronzed and well.

He visited the Residency and proceeded to the Golf Course at Khormakkar, six miles away and played a round. He arranged to return to the Residency for tea.

The "Enterprise" is due to sail at 7 o'clock.

Continuation of Journey

The Italian Government are placing a special train at the disposal of the Prince of Wales on his arrival by cruiser at Brindisi.

The train will be preceded by a pilot engine and will consist of three saloons and will make the maximum speed for Calais en route, avoiding Rome and Paris.

At Calais it is expected that a destroyer will convey the Prince across the Channel.

American Friendship

New York, Yesterday.

In a speech, at the opening of a British bazaar here to-day, Lady Gloster Armstrong, wife of the British Consul-General in New York, said the illness of the King had evoked one of the most beautiful evidences of American friendship for Great Britain that she had ever seen. Her husband's office had been deluged with telegrams and messages of sympathy from Americans of every rank of life and in every part of the country, while every denomination had offered prayers for the restoration of the King's health.—Reuter's American Service.

The Duke's Journey

The Duke of Gloucester reached Bulawayo yesterday and is continuing his 1,300 miles' journey to Capetown in a special train provided by the Government of the Union of South Africa.

Gen. Hertzog's Message

General Hertzog, the Union Premier, has telegraphed on behalf of himself and his colleagues, deploring the sad circumstances which prevent desire that His Majesty's condition will soon improve.—Reuter.

Japanese Solicitude

Tokyo, To-day.

Japanese in all walks of life are showing increasing concern at King George's illness.

Reuter's have been constantly asked for the latest news by inquirers.

Aboard the Japanese cruiser "Iwate" at the naval review, again at last night's reception of the British Fleet (held at the British Embassy), the first question asked by Japanese officials and others was invariably "What's the latest news of His Majesty?" These officials all showed kindly interest.

Reuter understands that Prince Chichibu (the Emperor's brother)

BIG BLAZE IN HARBOUR

JUNK ON FIRE

CARGO OF COMBUSTIBLE GOODS DESTROYED

SPECTACULAR SCENE

The harbour was lighted up last night when a large junk was on fire. The water front was lined up with pedestrians to witness the doomed craft being burnt to the water's edge. The flames constantly spurted up in the air and there were explosions on board which gave the impression that the ill-fated junk had a large quantity of combustible goods on board.

Two fire engines turned out in response to the call, as at first it was thought that the craft was berthing at the wharf, but on arriving at the Cheung Chau wharf it was discovered that it was lying near the No. 19 buoy.

The No. 1 fire float soon arrived at the scene, and hose was freely displayed, but owing to the nature of the cargo it was extremely difficult to subdue the flames. The fire was finally extinguished well after 1 a.m.

According to a report made to the police this morning, the value of damaged goods was as follows:—

130 cases of fire crackers,	valued at	\$15,000
120 cases of matches	1,400	
50 tins of wood oil	2,000	
4 tubs of wood oil	2,500	
10 cases of joss paper	250	
Cost of junk	1,600	

The total value of the loss was \$23,850 which was insured with the Hin Fat Co.

The foki of the craft landed at the Wing Lok wharf this morning.

The master of the junk, Ching Leung, who is 35 years of age, was suffering from burning. He is now confined in the Government Civil Hospital.

who attended last night's reception, asked the British Ambassador for the latest news, as did the Premier (Baron Tanaka) who specially visited the Embassy last night to enquire.

Tribute to H.M.'s Wisdom

The president of the Osaka Chamber of Commerce has also addressed enquiries to the British Embassy, which were duly transmitted to London, and which grateful acknowledgment has just been received.

The vernacular papers are giving prominence to the latest communications; editorials are paying striking tributes to the King's wisdom and personality, which is attributed the fact that Britain is now the only powerful nation in Europe retaining a monarchy.—Reuter.

The Privy Council Meeting

The Privy Counsellors in the Audience Chamber were the Duke of York, the only son of the King now in England, the Prime Minister and Lord Stamfordham, the King's Private Secretary.

The King, at the end of a short meeting, signed the document which gave effect to the decision to appoint six counsellors of state.

The document empowers counsellors of state or any three of them to summon and hold a Privy Council "to signify their approval of any matter or thing which appears to them requiring signature and to do any matter or thing which appears to them expedient or necessary in the interests of the safety and good government of the realm. It is stipulated that counsellors shall not dissolve Parliament or "in any manner grant any rank, title or dignity of peerage or act in any manner or thing on which it is signified by us or appears to them that special approval should be previously obtained."

The last occasion when a similar commission was appointed was in March, 1925, when the King went on a Mediterranean cruise after recovering from illness.

Another bulletin stated:

Though the King had a quiet day, his temperature rose a point higher than at the same hour yesterday evening, showing that the recrudescence of the infection was still active.

His Majesty's strength is being maintained.

The bulletin was signed by four doctors.

A bulletin issued at 10.30, stated that the King passed fair night and there are reasons to hope that the recrudescence of the infection, which caused the last rise of temperature, is being moderated. Signed Stanley Hewitt and Dawson, of Penn.—Reuter.

HONG KONG AND SHANGHAI
BANKING CORPORATION.

Authorized Capital \$50,000,000
Paid and Fully Paid-up \$20,000,000
Reserve Funds:—
Reserve \$10,000,000
Surplus \$10,000,000
Reserve Liability of Proprietors \$10,000,000

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ZHOUSHAN
ZHUZHOU
HONGKONG
KANTON
KOWLOON
NEW YORK
PEKING
SHANGHAI
TIENTSIN
YOKOHAMA
YONGKANG
YUNNAN
ZHOUSHAN
ZHUZHOU

Current Accounts opened in Local Currency and Foreign Deposits received for use year or shorter periods in local currency and sterling on terms which will be quoted on application.
Hong Kong, 26th November, 1928.

HONG KONG SAVINGS BANK.

The business of the above bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION.
A. C. HYNES,
Chief Manager.
Hong Kong, 18th September, 1928.

NEDERLANDSche HANDEL
MAATSCHAPPIJ.

(NEDERLANDSche TRADING SOCIETY)

BANKERS.

Established 1824.

Hong Kong Office:—11 Queen's Road Central.
Authorized Capital Guilders 100,000,000
(£12,500,000)
Paid-up Capital Guilders 25,000,000
(£3,125,000)
Reserve Fund Guilders 10,000,000
(£1,250,000)

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These offices have safe deposit boxes to let.
London Bankers:—National Provincial Bank Ltd.
Correspondents all over the world.
Banking business of every description transacted.
O. STEENSTRA,
Manager.
Hong Kong, 26th August, 1928.

BANQUE DE L'INDO-CHINE.

HEAD OFFICE:

96, Boulevard Haussmann, Paris.
Subscribed Capital Frs. 72,000,000.00
Paid-up Capital Frs. 36,000,000.00
Reserve Funds Frs. 102,000,000.00

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A. LECOT,

Manager.
Hong Kong, 28th Nov., 1928.

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Kanton
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Lyons
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Nagasaki
Nagoya

Interest allowed on Current Accounts.
Deposits received for fixed periods at rates to be obtained on application.

H. MORI,

Manager.
Hong Kong, 11th, September, 1928.

行銀商工法中
BANQUE FRANCO-CHINOISE

pour le
Commerce et l'Industrie
(Incorporated in France).

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HEAD OFFICE:

74, Rue St. Lazare, Paris.
Capital fully paid up Frs. 50,000,000
Special working capital Frs. 50,000,000
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Italiana.
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L. BERNIS,

Manager.
Hong Kong, 3rd August, 1928.

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INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter, 1853.

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Reserve Fund £4,000,000
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on application.

A. H. FERGUSON,

Manager.
Hong Kong, 3rd April, 1928.

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(TAIWAN GINKO)

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Bank Notes issued
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Tamsui, Toan, Hsiao, Taio.
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LOOK POONG SHAN,

Manager.
Hong Kong, 19th February, 1928.

COMMERCE
AND
FINANCE.

NEW RECORD?

SHANGHAI'S CUSTOMS
REVENUE

PROPOSED NEW DUTIES

Shanghai, Yesterday.

All indications are that Shang-
hai's Customs revenue for 1928 will
exceed the record figure of 32,000,-
000 taels reached in 1926, despite
the fact that the first two months
of this year were below the relative-
ly low figures of last year.

It was not till May that receipts
rose appreciably. Last month's
receipts were more than 3,000,000
taels, an increase of more than a
million over November last year.

The total receipts for eleven
months are nearly 30,000,000 which
is 6,000,000 more than for the same
period last year.

It is felt that December will easily
provide sufficient to break the 1926
record.

The increase is due to imports,
which are coming in increasing
quantities in order to avoid the
proposed new duties of 1929. Well-
informed circles state that the
revenue all over the country is likely
to show a decided increase this
year.—Reuter.

CODE WORDS

IMPORTANT DECISION AS TO
CABLED MESSAGES

MANY CHANGES

A decision of considerable im-
portance to the users of the
Telegraph and Cable systems was
arrived at by the International Tele-
graph Union Conference held re-
cently at Brussels. This has
particular reference to the number
of letters to be employed in code
words.

It will be recalled that there
has been a suggestion before the
authorities concerned that the
five-letter code word should be
universally adopted. The Inter-
national Chamber (British National
Committee) representing the views
of the British commercial com-
munity had stated that if the ad-
ministrations considered this re-
form to be necessary it should be
followed by a reduction of the
rates by not less than 50 per
cent. Further, no reduction
in the rate per word for
ordinary messages would com-
pensate the loss to economic inter-
ests entailed by an increase in the
rate per word for code messages;
on the contrary, business would
have to bear all the costs of such
a reform.

Recent Action

It is now possible to record the
most recent action taken in this
connection. The International
Telegraph Union met in special
Congress at Brussels from Septem-
ber 10 to 22 for the purpose
of revising the Rules of the Tele-
graph Convention which govern
telegrams in code. The Inter-
national Chamber of Commerce was
invited to represent, in a con-
sultative capacity, world users of
communications. This was the
first time that the users had had a
voice in the deliberations of the
Union. Sir John Sandeman Allen
represented the President of the
International Chamber, and headed
the British Delegation.

Referring to the object of the
Conference, viz., as to whether to
adopt the five-letter code word
instead of ten, Sir John pointed out
that the proposed change had not
been asked for by commercial
men. Continuing, he said:—

"It is to commerce that the pro-
viders of the service must look for
their maintenance and it would be
a short-sighted and entirely un-
businesslike procedure to attempt
to increase the charges for com-
mercial messages. If the change
is to be carried out, and the code
word reduced by 50 per cent, then
unless the charges for the service
are equally reduced, the change
will meet with almost unanimous
opposition. If, as has been sug-
gested in the case of Inter-European
telegrams, no reduction is to be
made, the position would become
even more serious. Under these
circumstances, we strongly urge
the Conference to make no such
change."

An Extract
It is not possible to report, in
full, what actually transpired at
the Congress, but we reproduce
below an extract from a record
of the proceedings which sum-
marises the deliberations:—

"Further discussion of the situa-
tion led the Chairman of the Dele-
gation to point out that, as busi-
ness men, it was not for them to say
how the providers of the service
should go about improving the
service: they were only concerned
with the final outcome.

It was in the end decided that
the Committee should report to the
Conference that they had been un-
able to reach an agreement.

In these circumstances, the Con-

ference, on receiving the report of
the Committee, realised that fur-
ther consultation with the Cham-
ber Delegation on the basis of a
possible increase in charges to the
users, would be fruitless and ac-
cordingly resolved to proceed in its
own way. Thereafter, the Dele-
gation of the Chamber, having
made its position plain both orally
and by written statement, took no
further part in the proceedings.

It may be added at this point
that a large number of official
delegations were, like the Inter-
national Chamber, in favour of
maintaining the status quo. Among
these countries there figures Aus-
tralia, Brazil, Canada, Great Bri-
tain, India, Nicaragua and the
United States."

The Conference continued its
discussions until September 22,
when it adopted a compromise
proposal (full details of which are
available at the Chamber). Of
these, the following are of particu-
lar importance to the users of
messages in code:—

"The present system of the ten-
letter word is maintained as
desired by the International Cham-
ber and no increase of rates is
recommended. The only change
made in connection with this system
is the form of requiring that
code words of ten letters shall
contain at least three vowels, at
least one vowel to be in the first
five letters and at least one vowel
in the remainder of the word.

Alongside the present system a new
five-letter system will be set up.
The user will have a choice be-
tween the two. There will be no
restrictions as to the composition
of these five-letter words. But, if
employed, they will be charged for
at two-thirds of the full rate in the
extra-European regime and at
three-fourths of the full rate in the
European regime. Figures and
groups of figures will not be al-
lowed in these words, but commercial
marks consisting of a combina-
tion of figures and letters will be
accepted if the sender can show
that they actually are commercial
marks. A minimum payment
equivalent to the charge for four
words must be made for any tele-
gram consisting of the five-letter
words. These decisions will take
effect on October 1, 1929."

A meeting of the International
Chamber of Commerce Committee

on this subject has been convened
to give further consideration to
the decisions of the International
Telegraph Union.

PROPERTY SALE

The sale of half shares in three
houses, No. 172, Queen's-road East,
No. 14, Cross-street and No. 20,
Main-street, Saiwanho, announced
to take place at Messrs. Lammert's
auction rooms yesterday, has been
indefinitely postponed.



WHEN YOU CANNOT EAT.

The Reason and the Remedy.

Loss of appetite is Nature's
warning that something in the com-
plicated machinery of the system
has gone wrong. And that some-
thing almost invariably is the
blood. Good blood helps the diges-
tive organs in their work by sup-
plying them with the strength they
constantly need. If the blood is
impoverished and weak these
organs fail to receive this assist-
ance and they register complaint
by ceasing to call for food.

Poor appetite never comes alone.
It is generally accompanied by in-
digestion, headache, bad taste in
the mouth, coated tongue, flatu-
lence, lassitude and lack of spirits
and energy during the day, often
also by disturbed rest at night.

What you require to set matters
right is tonic treatment, and this
is provided by Dr. Williams' Pink
Pills for Pale People, the world's
most famous Blood and Nerve
Tonic. The good, new, strength-
ening blood which these pills create
quickly revives the debilitated and
exhausted digestive organs, and the
first proof of this is noticed almost
at once in a quickening of the ap-
petite. Then the digestion be-
comes normal, headaches disap-
pear, you rise in the mornings
feeling fresh and invigorated after
a night of sound refreshing sleep.

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world-wide reputation and in-
numerable cures to their record as
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Emas 1928.

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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert
but our readers are warned to look out for occasional
phonetic spellings, such as harbor, plow, and altho.)

HORIZONTAL

1-Supreme deity of the Phenicians
5-Temporary abode
6-Submarine telegraph line
10-Profit
12-Wrinkled
13-Plant again with seed
15-Food
16-Those who test by sipping
18-Of age
20-Recent
22-Place of worship
24-Waste time
25-Supply with weapons
27-Deliberative body
28-Colors
29-Glossy
31-Explosive expression vexation
32-Duck
33-Prefix meaning "half"
34-Auction
37-Abounding in moss
38-Arcad

HORIZONTAL (Cont.)

43-Rows
45-Tendency
46-Assortments of type
47-Rubbed out
48-Close of the day
50-Male adult
51-Arched bridge
54-Pair
56-Hang down
57-Balances
59-Ventured
60-Deck of a battle-ship
61-Marries
62-Wart

VERTICAL

1-Pouch
2-Subsides
3-Place of prayer
4-Dregs
5-Concern
6-Ward off
7-Collected into a body
8-Pastry
9-A fish which ejects ink
11-Jumper
12-Prepared
14-Deposit at mouth of river

VERTICAL (Cont.)

15-Silpiped
17-City of the Bible
19-Examine by means of a reagent
21-Assays
23-Golf club
26-Permit
28-In a state of disorder
29-Masculine name (shortened)
30-Small coral island
34-Check
35-Ventilated
36-Rusted
38-Fine particles of rock
40-Part of the human foot
41-Fish
42-Part of the Latin verb "to be"
44-Hare
46-Useless
48-Ate dinner
49-Upbraid
52-Sum up
53-Proposition
55-Foot of an animal
57-Turf

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

YESTERDAY'S SOLUTION.

WELTON FABRIC
UNLEA COOLU
SLANT MATER
TAR HAS GERTAT
TRASH CLEAR PART
ECHO ROME S
WATTERSON

BENGALIA
ALEE ARES
PART BATON SARA
ALE FOR NEE BAR
CLIVE BLIMP
H NAT RIG O
EASTER MODERN

HONG KONG HEIGHTS

For the information of visitors
the following list of some of the
highest points on the Island and
Mainland is published:—

Island.	Feet.
Victoria Peak	1829
Signal Station	1774
Mt. Parker	1724
Mountain Lodge	1723
The Kyrie	1722
Peak Hotel	1508
Taihook Sanatorium	1000
Mt. Davis	877
Bowen Road (Haterbeds)	827
Taimoahan	8124
Mainland	Feet.
Taimoahan	8124
Kowloon Peak	1971

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TENYO MARU Wednesday, 23rd January.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via

Singapore, Penang, Colombo, Suez.

KAMO MARU Saturday, 15th December.

KATORI MARU Saturday, 29th December.

SYDNEY & MELBOURNE via Manila & Ports.

SADO MARU Wednesday, 19th December.

AKI MARU Wednesday, 23rd January.

BOMBAY via Singapore, Penang, & Colombo.

+ MUROH MARU Thursday, 13th December.

+ NAGATO MARU Friday, 28th December.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,

Mexico & Panama.

GINYO MARU Tuesday, 18th December.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

WAKASA MARU Saturday, 8th December.

NEW YORK AND BOSTON via PANAMA.

+ ASUKA MARU Wednesday, 12th December.

+ TAKAKA MARU Thursday, 27th December.

LIVERPOOL via Port Said, Geneva, Marseilles.

+ DAKAR MARU Friday, 21st December.

CALCUTTA via Singapore, Penang & Rangoon.

+ CEYLON MARU Monday, 10th December.

+ MORIOKA MARU Sunday, 16th December.

SHANGHAI, KOBE & YOKOHAMA.

+ YOKUSHIMA MARU (omit S'hai) Friday, 7th December.

+ BENGAL MARU Saturday, 8th December.

KASHIMA MARU Monday, 10th December.

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Colombo, Suez and Port Said.

ANDES MARU Monday, 10th December.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,

Colombo, Durban & Cape Town.

MANILA MARU Saturday, 29th December.

BOMBAY—Via Singapore & Colombo.

JINDUS MARU Thursday, 20th December.

DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR

& MOMBASA—Via Singapore & Colombo.

MEXICO MARU Sunday, 5th January.

CELEBES MARU Tuesday, 18th December.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Shanghai & Japan

ports.

LONDON MARU (From Shanghai) Friday, 7th December.

MELBOURNE—Via Manila, Brisbane & Sydney.

MADRAS MARU Thursday, 6th December.

SAIGON

HAIPHONG—Via Hanoi & Pakhol.

MENADO MARU Thursday, 6th December 10 a.m.

NEW YORK—Via Japan ports, San Francisco & Panama.

JAPAN PORTS.

ATLAS MARU Wednesday, 12th December.

KEELUNG—Via SWATOW & AMOY.

GANTON MARU Thursday, 20th December.

HOZAN MARU Sunday, 9th December Noon.

TAKAO—Via SWATOW & AMOY.

SUNDAY, 16th December Noon.

DELI MARU Friday, 14th December 10 a.m.

TAKAO & KEELUNG

BATAVIA MARU Thursday, 20th December.

For further particulars please apply to—OSAKA SHOSHIN KAISHA.

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**SHIPPING SECTION.****FINLAND'S SHIPPING**

SIX NEW OVERSEAS
LINES
OUSTING THE TRAMP

Mention has been made from time to time (says "The Journal of Commerce") of the great efforts which Finland is making towards encouraging the expansion of the national mercantile marine. Private enterprise in the country is sadly handicapped by the want of capital, and therefore it looks to the State for assistance in the form of subsidies.

At the request of the Ministry of Commerce and Industry, the Statistical Department of the Shipping Board (Sjofartstyrelsen) some time ago drew up an extensive list of proposals for the promotion of the national shipping and shipbuilding industries. One of these was the creation of a shipping loan fund, which is now in operation. Of more recent date is a project for the creation of a whole series of Finnish transoceanic services. The following is a synopsis of this ambitious programme:—

In the first place it is argued that modern shipping is going over more and more to regular liner services. In 1914 the world's mercantile marine consisted of about 47,000,000 tons gross, and of this total some 24,000,000 tons, or 60 per cent., were engaged on regular lines. The total world merchant fleet is now some 65,200,000 tons, of which 52,800,000 tons or 81 per cent. are engaged in liner services.

So far as Scandinavia is concerned, Norway's merchant fleet has 776,000 tons, or 27.2 per cent.; Denmark, 38,000 tons, or 3.9 per cent.; and Sweden, 500,000 tons, or 3.6 per cent. in regular lines. Of Finland's mercantile marine only 50,000 tons, or 23.62 per cent., are running in regular services, and of these only 19,800 tons, or 8.4 per cent. are engaged in the transoceanic trade.

Before the War.

It is a generally established fact that the trade of a country follows its flags, and therefore, it is an indispensable necessity in the interest of a country to create a regular liner traffic. Before the war the transoceanic traffic was in the hands of a few of the larger countries; since the war this traffic has assumed more of an international character, seeing that some of the smaller countries have created the shipping lines which are necessary for their overseas trade.

The trade of Finland with extra-European countries before the war was very unimportant, as it amounted to no more than 1.6 to 1.8 per cent. of the total export, while the overseas imports were between 0.4 and 0.8 per cent. of the total. In 1927, however, the proportions were 11 per cent. of the exports and 19 per cent. of the imports.

A comparison is next made with the development of the overseas trade of other Scandinavian countries, particularly Sweden, and that country's predominance as an exporting country is attributed to the creation and development of transoceanic shipping lines. If it is argued, Finland is really anxious to develop her export trade, she must also have her own overseas shipping services. For this, however, the assistance of the State is requisite so as to permit the payment of dues in overseas ports, canal charges (Panama and Suez), and so forth.

In conclusion, the project suggests the creation of a series of new lines, in addition to the already existing Finland-South America Line.

With regard to the latter, some particulars of which have already been given in "The Journal of Commerce," it is pointed out that it is in a somewhat precarious position because it can get no coffee as return freight from "Brazil" as it is banned by the Coffee Conference, and it would be almost a fatal blow to Finland's shipping plans, if it is contended, if the competition of the conference lines were to drive the South American lines out of existence.

North America

With exports of 145,000 tons and imports of 20,000 tons per annum, Finland's trade with North America is larger than that with any other extra-European country and therefore, a North America Line should be created. If a Finland navigation company were to open a regular service to (preferentially) Baltimore, Philadelphia, New York and Boston, with at least twelve voyages per annum, it would be necessary for the State to become responsible for the dues in at least three American ports with a maximum annual subvention of 1,350,000 Finnish marks.

Furthermore, an East Asiatic Line, would be of great value for the export trade, as already some good preparatory work has been done in that region by the Finnish commercial representatives. The

return freight would consist of rice, maize, wheat and jute, which is at present carried almost entirely by tramp steamers. The suggested ports of call in the Far East would be: Singapore, Shanghai, Hong Kong, Yokohama and Kobe. The most appropriate ships as regards size would be 4,000-5,000 tons, which, at the outset, would make four round voyages in the year. The State would have to bear half of the cost of all harbour and canal dues, estimated at 2,050,000 Finnish marks per annum, which should, at the outset, be guaranteed for the first three years.

As there is a steady increase in the exports to India, a regular service to that country would be advantageous from the shipowners' point of view. In this case the ports of call would be Rangoon, Moulemein, Madras, Calcutta, Colombo, Karachi and Bombay. In all these ports tramp steamers have been able to secure good cargoes which might be transferred to the regular line. At the beginning there should be at least six voyages per annum, for which the State would have to guarantee a maximum subvention of 1,500,000 Finnish marks per annum.

For a line to Central America and/or Mexico at least six voyages yearly would be necessary, the State coming to its aid with a subvention of 765,000 Finnish marks.

East Africa and Australia

A line to East Africa could safely reckon upon large timber cargoes. The exports to Mosess Bay, Delagoa Bay, Durban and Beira amounted in 1927 to 40,000 standards. At Durban the steamers could take in coal for India and return from there with rice, maize &c., for Europe. For such a line, with four voyages per annum, a State subsidy of 400,000 Finnish marks would be required.

The creation of a line to Australia should be a matter for future consideration. Should a private company be prepared to take up such a service—and the exports to Australia have vast possibilities of development—the ports of call would be Fremantle, Adelaide, Melbourne and Brisbane. For four voyages each year, the State would have to guarantee a subsidy (maximum) of 1,600,000 Finnish marks.

The project as presented to the Minister of Commerce, contains full details as to the length of voyages, coal consumption, port dues, &c., and the State is strongly urged to accept it in view of its extreme importance for the Finnish shipping industry.

SWANSEA DOCKS

TWO NEW CARGO BERTHS

Following upon the recent announcement of the provision of three new 3-ton hydraulic general cargo cranes at the Roath Dock, Cardiff, the Great Western Railway Company have now brought into operation a further important new facility at their Swansea docks.

The mole which juts into the East has been developed into two new ends of the King's Dock, Swansea, general cargo berths.

The mole is 680 feet long and 141 feet wide, and the company have erected thereon a two-storey transit shed 552 feet long by 75 feet wide, equipped with two 4-ton gantry cranes on the ground floor and eight semi-portable 3-ton electric luffing cranes on the quay, four at each side of the shed, thereby providing two new additional berths for cargo steamers.

The shed was built by Messrs. Sir William Arrol and Co., and the cranes were erected by Messrs. Stohert and Pitt and Messrs. Holt and Willett, Ltd.

The first vessel to be dealt with at the new shed, was the "Delagoa Maru," which loaded on October 26.

The provision of these two additional berths will considerably enhance the already admirable facilities at Swansea Docks, which rank amongst the best equipped docks in the country.

The Great Western Company by their policy of continuously improving their existing facilities, new works and appliances, as well as giving concessions in dock dues and charges, are doing their best to induce and encourage business, and are evidently not allowing the present depression to deter them in their faith that sooner or later a revival in trade is bound to come. When it does the ports of the Great Western Company will be in the position of being well equipped to meet the increased demands made upon them by such a revival.

BUILDING ON CLYDE

BIG DECREASE IN LAUNCHES

Glasgow.—The lack of new contracts during the current year is now being felt by Clyde shipbuilders, as is shown in the returns of launches in October. In the course of the month only nine vessels, of 19,535 tons, were put into the water, compared with 11, of 62,720 tons, in September, and 20, of 74,124 tons, in August. For the nine months the output consists of 167 vessels, of 498,485 tons, compared with 174 vessels, of 582,979 tons, in the corresponding period last year, and 218 vessels, of 659,854 tons, in the corresponding period of 1913, which had the highest total on record for the ten months. This year, therefore, shows an increase on last year of 93 vessels and 165,479 tons, but is below the maximum to the extent of 51 vessels and 61,376 tons.

If there is no early improvement in the placing of contracts, the launching of tonnage will almost certainly decrease throughout the winter months, and unemployment increase. Up to the end of last month there seemed to be a possibility that the twelve months of 1928 would break all records, but this is now hardly likely.—"Journal of Commerce."

PIRACY PREVENTION

Bangkok, Yesterday.

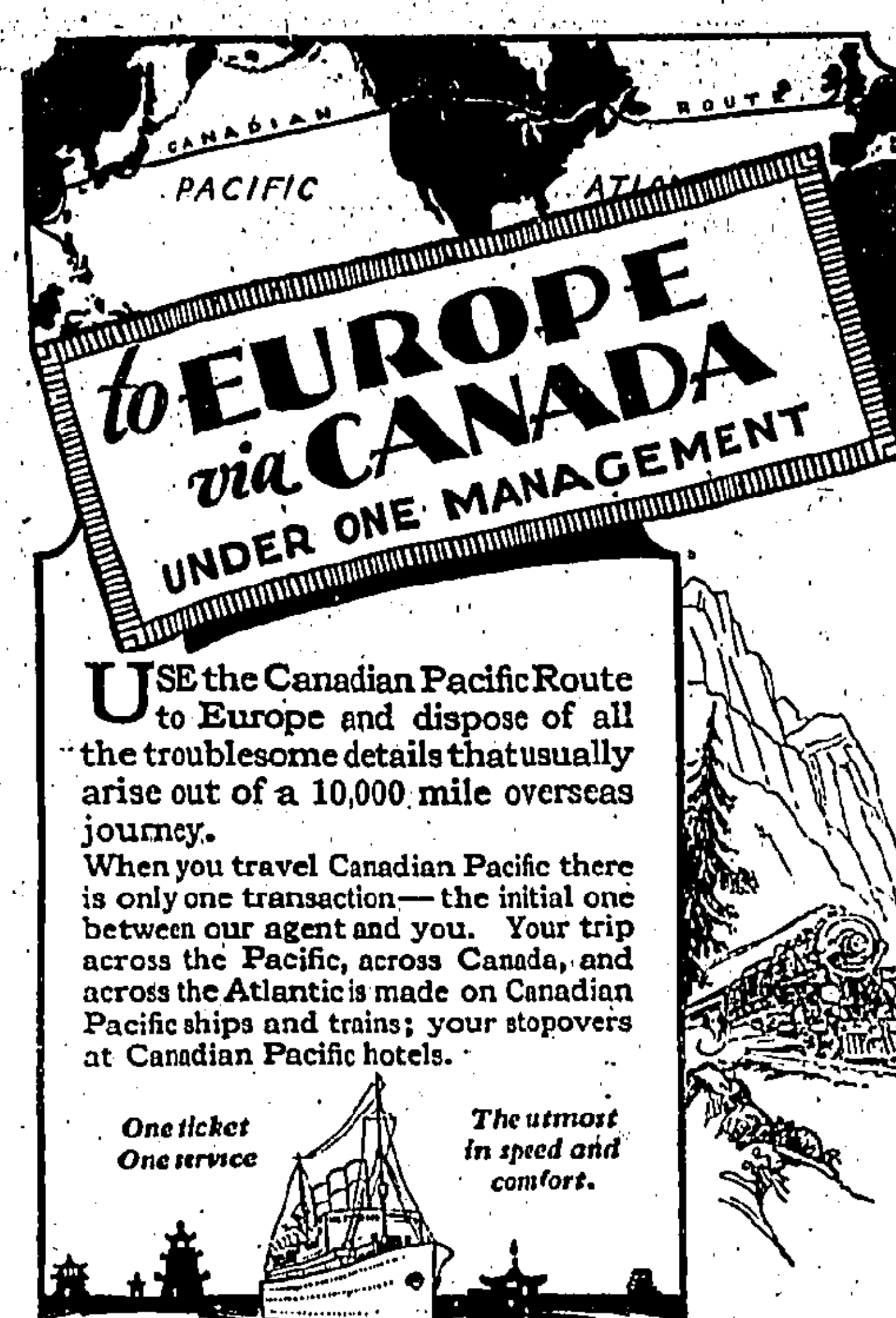
As a precaution against pirates on passenger vessels leaving Bangkok for China, searches are now being made for arms and explosives before departure. The shipping firms have agreed that tickets shall be cancelled if their holders fail to facilitate the search.—"Reuter."

CONSIGNEES' NOTICES.

Consignees of Cargo ex s.s. "Suveric" are reminded to take delivery of their goods which will be subject to rent after Dec. 8. Consignees of Cargo ex s.s. "City of Chester" are reminded to take delivery of their goods which will be subject to rent after Dec. 10.

Hungarian Radical

Julius Gombos, leader of the Right Radicals in the Hungarian Parliament who has been appointed Minister of War of Hungary and has also been mentioned as a "possible king" of Hungary in a monarchist movement that was being given impetus. The Right Radicals of Hungary are a military organization and Gombos is their leader and organizer.

**CANADIAN PACIFIC**

Next sailing to Manila

S.S. "EMPRESS OF ASIA"

December 21st, 1928.—At 5 p.m.

WORLD'S GREATEST TRAVEL SYSTEM

BRITISH WUCHOW LINE

DECEMBER SAILINGS.

DEPARTURE HOURS.

Hong Kong 5.30 p.m. Wuchow 2.00 p.m.

S.S. "TAI HING"

[1,068 tons—Capt. O. B. Wilks.]

DECEMBER.

MON. 10th WED. 26th

TUES. 15th MON. 31st

FRI. 21st

S.S. "TAI MING"

[640 tons—Capt. G. J. Spink.]

DECEMBER.

SAT. 8th SUN. 23rd

THURS. 13th SAT. 29th

TUES. 18th

For information apply to—

KWONG WING Co.,

87, Connaught Road West,

Phone: Central 893.

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S.S. "CITY OF MOBILE" London, Rotterdam, Amsterdam & Hamburg 12th December.

S.S. "CITY OF LAURE" London, Rotterdam, Amsterdam & Hamburg 9th January.

S.S. "CITY OF MADRAS" London, Rotterdam, Amsterdam & Hamburg 9th February.

*Passenger Steamer:—Fares to London—1st Class £80, 2nd Class £55.

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ALSO AGENTS FOR

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SERVICES TO

BOSTON & NEW YORK AMERICAN & ORIENTAL LINE

S.S. "LEVBANK" via Suez Canal 11th January.

S.S. "ELMBANK" via Suez Canal 15th February.

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE

S.S. "TINHOW" 9th December.

Leading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth),

Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quillimane, Ibo, Port Amelia, Mozambique, Chids,

Inhambane, Zanzibar, Mombasa, Port Nolloth, Luderitz Bay, Walvis Bay and

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WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
JEYPORE	5,318	6th Dec.	Marseilles, London, Hull, Antwerp, Rotterdam & Hamburg.
MALWA	10,946	8th Dec.	Bombay, Marseilles & London.
KASHMIR	8,085	15th Dec.	Marseilles & London.
NALDERA	16,088	22nd Dec.	Bombay, Marseilles & London.
MANTUA	10,945	5th Jan.	Bombay, Marseilles & London.

Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TAKADA	TALAMBA	TALMA	SANTHIA	TILAWA
6,949	8,018	10,000	7,754	10,006
12th Dec.	21st Dec.	5th Jan.	21st Jan.	5th Feb.
Singapore, Penang & Calcutta.	Singapore, Penang & Calcutta.	Singapore, Penang & Calcutta.	Singapore, Penang & Calcutta.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

ST. ALBANS	ARAFURA	TANDA
4,500	5,000	6,066
28th Dec.	1st Feb.	1st Mar.
Manila, Sandakan, Thursday Island,	Townsville, Brisbane, Sydney &	Melbourne.

Regular monthly sailings from Hong Kong to Japan and Hong Kong
to Australia.
The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hilo,
Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports en route as in-
dicement offers.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

MANTUA	TRESILLIAN	TALMA	GAZANA	KALYAN	SANTHIA	MOREA	ARAFURA
10,946	10,000	10,000	5,284	9,144	7,754	10,953	6,000
7th Dec.	9th Dec.	14th Dec.	16th Dec.	21st Dec.	28th Dec.	4th Jan.	8th Jan.
Shanghai, Kobe & Yokohama.	Shanghai, Kobe & Yokohama.	Amoy, Shanghai, Kobe & Osaka.	Amoy, Shanghai, Kobe & Osaka.	Shanghai, Kobe & Yokohama.	Amoy, Shanghai, Kobe & Osaka.	Shanghai, Kobe & Yokohama.	Shanghai, Kobe, Osaka & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.
All Cables are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.
For further Information, Passages, Freight, Handbooks, etc., apply to—

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SAILINGS FROM HONG KONG.

S.S. "EUMAEUS" Via Suez Canal 11th January
S.S. "AUTOLYCHUS" Via Suez Canal 8th February
Steamers proceed via Suez Canal or Panama Canal at Owners' Option.
Subject to change without notice.

For Freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., Hong Kong
Hong Kong & Canton: JARDINE MATHESON & CO., LTD., Canton.

CHERBOURG

ATLANTIC LINER FACILITIES
AND EXTENSIONS

As was recently pointed out by
M. C. Th. Quoniam, the president
of the Cherbourg Chamber of
Commerce, the time has now
come when it is no longer
a question of making sug-
gestions or evolving schemes
for the extension of the
port, but of observing the pro-
gress that has been made towards
its development. Thanks to the
efforts made by the Chamber of
Commerce under the skilful and
vigorous direction of M. Quoniam,
facilities for the calls of the
largest modern liners engaged in
the Trans-Atlantic service are to
be increased, and there is every
reason to believe that the reputa-
tion of Cherbourg is to be not
only maintained, but increased
in the near future.

The success of Cherbourg as a
port is due to the wonderful road-
stead between Querveville
point and Pelee Island. It is
enclosed by three moles, the cen-
tral mole being 3,750 metres long.
The depth of water is 12 to 13
metres, so that there is safe an-
chorage for the biggest liners,
from which passengers and lug-
gage are conveyed to land by
means of tenders. Apart from
that outer port, an inner port has
been established since the con-
struction of the Homet Jetty,
1,000 metres long, on the western
side. The depth of water in this
inner port is 6 to 11 metres. On
the eastern side, the Flamands
Jetty was recently constructed,
so that the inner port affords a
complete security to vessels. On
the southern side of the inner
port, there is a landing-stage 225
metres long for passengers.

While the trade of Cherbourg
includes general cargo traffic, also
important coal and oil trades, pas-
senger traffic constitutes the
most important part, as pointed
out above, and it is interesting to
note in this respect that there
are sometimes no fewer than
1,200 or 1,500 passengers landed
from or embarked on the same
liner, for which no fewer than 4
and sometimes 5 trains have to
be provided in the same day.

Extension Works.
While Cherbourg was original-
ly intended to be a merely naval
port, the facilities afforded by
its natural situation and advan-
tages for trade were soon ap-
parent. In 1921 the Government
approved of a scheme worked out
by the Chamber of Commerce.
The first stage of that programme
provided for (1) the construction
of a mole 600m. long with a depth
of water of 5m. for the mooring
of tenders; (2) the completion of
the Flamands Jetty; (3) the con-
struction of a modern passenger
station on the new mole. The
second part of the programme in-
cluded the construction of a
second mole with 11m. depth of
water, and the dredging to 10m.
of the channels to that mole.
The work included in the first
stage was completed in 1927, the
cost being about 23 million francs.
These facilities were soon found
to be insufficient, for while many
steamship companies requested
that their ships should be moored
at the quay, other companies
considered establishing Cher-
bourg as a terminal port for their
liners. Therefore the decision
was taken to provide a deep-
water quay at the first mole and
to have a second mole construct-
ed. The contractors for this,
appointed in October, 1927, un-
der the Dawes Plan, were Messrs.
Christiani and Nielsen, Hamburg,
and work was commenced this
year.

The new quay will be 640m.
long, and will have a depth of
water of 14m. At the same time
Messrs. Christiani and Nielsen
are dealing with the construction
of the new passenger station,
which will be 280m. long and
42m. broad; passenger spaces will
be located on the first floor, while
the ground floor will be reserved
for luggage. The cost of these
works will be 65 million francs,
viz., 35 millions for the quay, 28
millions for the station and two
millions for the railway connec-
tions. As soon as the construc-
tion of the new quay and the
maritime station has been com-
pleted steps will be taken for
dredging and for constructing
the second mole, which is to be
640m. long and 100m. broad. The
cost entailed by the execution of
this estimated at 75 million
francs, and it will again be carried
out under the Dawes Plan.

MOVEMENTS OF STEAMERS.

The P. & O. s.s. "Mantua" left
Singapore for this port on Dec. 2
at 9 a.m. with the outward English
Mails, and is due here to-day.

The P. & O. s.s. "Malwa" left
Shanghai for this port yesterday
at 5 p.m., and is due here to-morrow
at about 6 a.m.

The Ben Line s.s. "Benrinnes"
from Middlesbrough, London and
Straits left Singapore for this port
yesterday, and is due to arrive
here on Sunday.

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CONSIGNEES.

NOTICE TO CONSIGNEES.

"ELLERMAN" LINE

From EUROPE.

THE Steamship
"CITY OF CHESTER"
having arrived, Consignees of Cargo
by her are informed that all Goods
are being landed at their risk into
the hazardous and/or extra-hazar-
dous Godowns of Holt's Wharf,
whence Delivery may be obtained.
No Claims will be admitted after
the Goods have left the Godowns,
and all Goods remaining undeliver-
ed after 10th December, 1928,
will be subject to rent.
All Claims against the Steamer
must be presented to the Under-
signed on or before 17th December,
1928, or they will not be recogniz-
ed.

All broken, chafed and damaged
Goods are to be left in the Godowns,
where they will be examined on any
Tuesdays or Fridays, between the
hours of 10.45 a.m. and Noon, with-
in the Free Storage period of One
Week.

No Fire Insurance has been
effected.
Bills of Lading will be counter-
signed by

THE BANK LINE LTD.,
General Agents,
Hong Kong, 5th Dec., 1928.

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE.

From U.S.A.

THE Steamship
"SUVERIC"
having arrived, Consignees of
Cargo by her are informed that all
Goods are being landed at their
risk into the hazardous and/or
extra-hazardous Godowns of the
Hongkong & Kowloon Wharf &
Godown Co., Ltd., whence delivery
may be obtained.

No Claims will be admitted after
the Goods have left the Godowns,
and all Goods remaining undeliver-
ed after 8th December, 1928, will
be subject to rent.

All Claims against the Vessel
must be presented to the Under-
signed on or before 15th December,
1928, or they will not be recogniz-
ed.

All broken, chafed and damaged
Goods are to be left in the Godowns,
where they will be examined on
Saturday, 8th December, 1928, at
10 a.m.

No Fire Insurance has been
effected.
Bills of Lading will be counter-
signed by

THE BANK LINE LTD.,
General Agents,
Hong Kong, 3rd Dec., 1928.

Asia" left Vancouver for Hong
Kong, via Japan ports and Shang-
hai, on Dec. 1, and is due here on
Dec. 20. She will sail for Manila
on Dec. 21 at 5 p.m.

The "M.V. s.s. "Ceylon" (Swedish
East Asiatic Co., Ltd.), left Dunkirk
on Nov. 15, and is due here on or
about Dec. 24.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS,
LIMITED.From ANTWERP, LONDON,
STRAITS & SAIGON.

THE Steamship
"BENRUACHAN"

CONSIGNEES of Cargo are
hereby informed that all Goods
are being landed at their risk into
the hazardous and/or extra hazardous
Godowns of the Hongkong and Kow-
loon Wharf and Godown Co., Ltd.,
whence and/or from the wharves
delivery may be obtained.

No claims will be admitted after
the Goods have left the Godowns,
and all Goods remaining undeliver-
ed after the 6th December will
be subject to rent.

All claims against the steamer
must be presented to the Under-
signed on or before the 20th Decem-
ber, 1928, or they will not be re-
cognised.

All broken, chafed and damaged
Goods are to be left in the Godowns,
where they will be examined on the
5th December at 10 a.m. by
Messrs. Goddard & Douglas.

No Fire Insurance has been
effected.

Bills of Lading will be counter-
signed by

GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hong Kong, 29th Nov., 1928.

President Liner

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Pres. Madison Dec. 18th

Pres. Jackson Jan. 1st

Pres. McKinley Jan. 15th

Pres. Grant Jan. 29th

To Seattle and Victoria

The Short, Straight Route to America

Fortnightly sailings on Tuesdays

Pres. Cleveland Dec. 11th 8 a.m.

Pres. Pierce Dec. 25th

Pres. Taft Jan. 8th

Pres. Jefferson Jan. 22nd

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Pres. Monroe Dec. 16th 8 a.m.

Pres. Wilson Dec. 30th 8 a.m.

Pres. Van Buren Jan. 13th 8 a.m.

Pres. Hayes Jan. 27th 8 a.m.

Pres. Polk Feb. 10th 8 a.m.

Pres. Adams Feb. 24th 8 a.m.

To Manila

Pres. Madison Dec. 8th 6 p.m.

Pres. Pierce Dec. 18th 6 p.m.

Pres. Jackson Dec. 22nd 6 p.m.

Pres. Taft Jan. 1st 6 p.m.

Pres. McKinley Jan. 5th 6 p.m.

Pres. Jefferson Jan. 15th 6 p.m.

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IRON FOUNDERS. All work done in this establishment is guaranteed.
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accommodate any craft of 200 feet long.

Town Office: 64, Connaught Road Central, Hong Kong, Tel. Central No. 459.

Shipyard: Sham-Sui-Po, Kowloon, Hong Kong. Tel. Kowloon No. 8.

Estimates furnished on application.

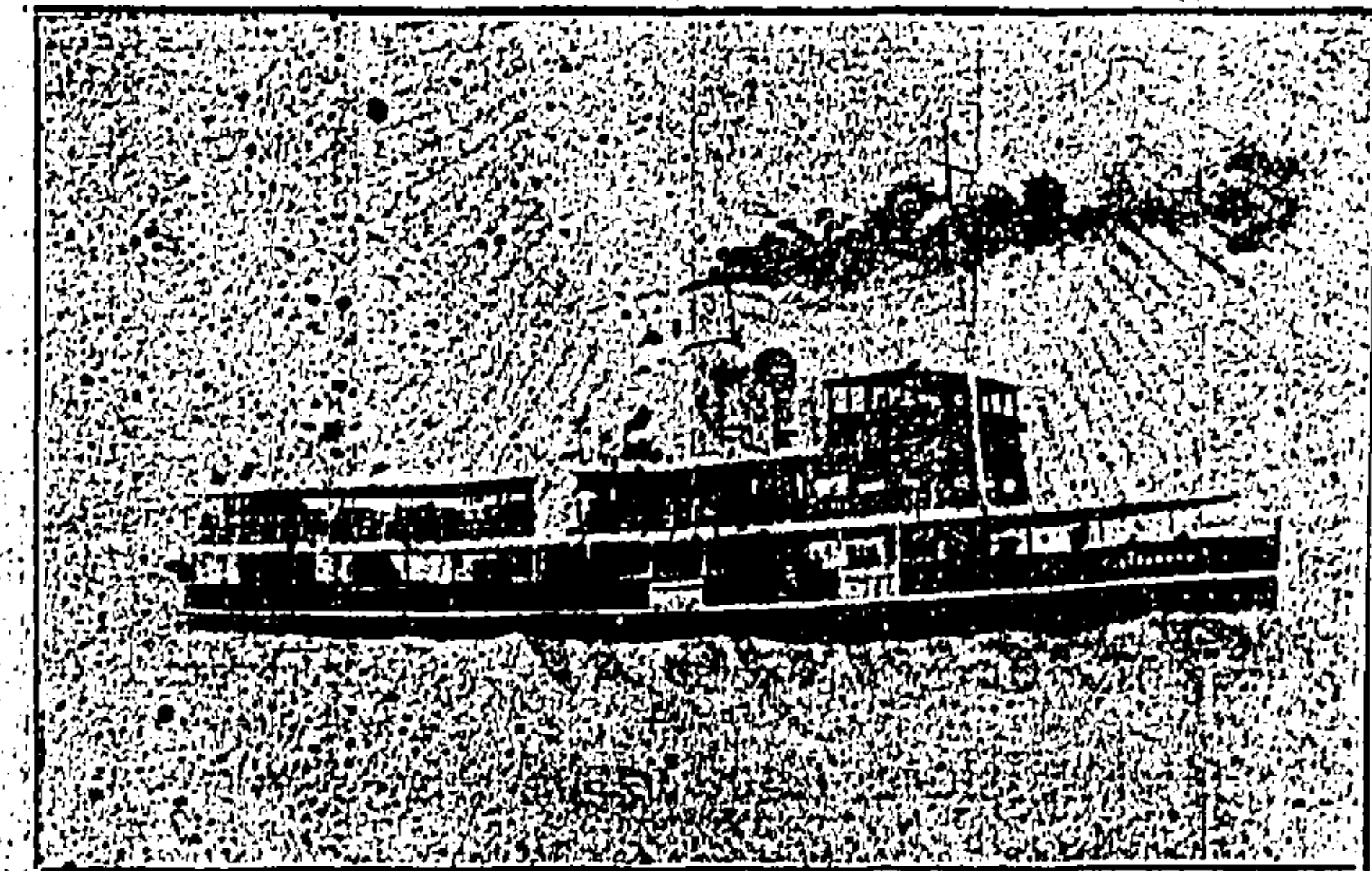
Hong Kong, April 1, 1924.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

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R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

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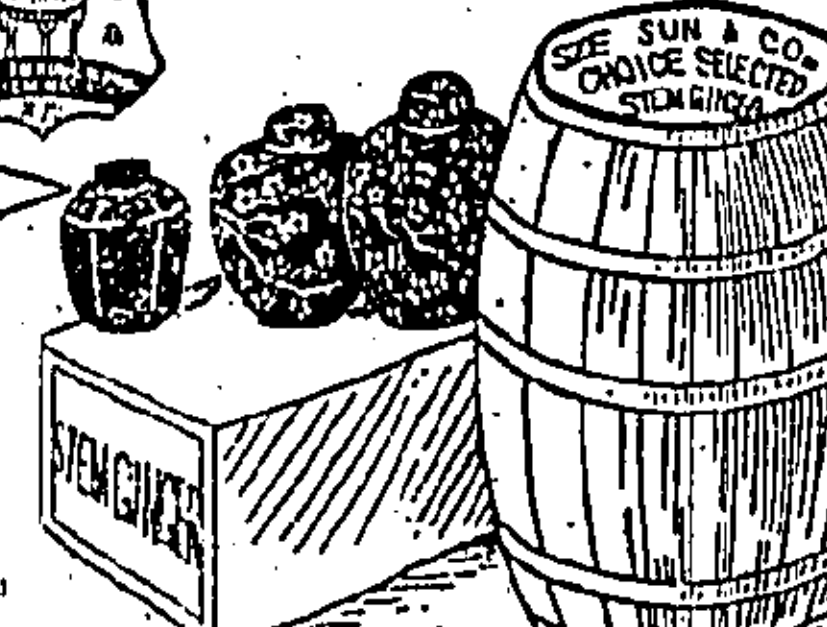
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a real knowledge for the
subtleties that make for
happy friendship.

In short, it calls for
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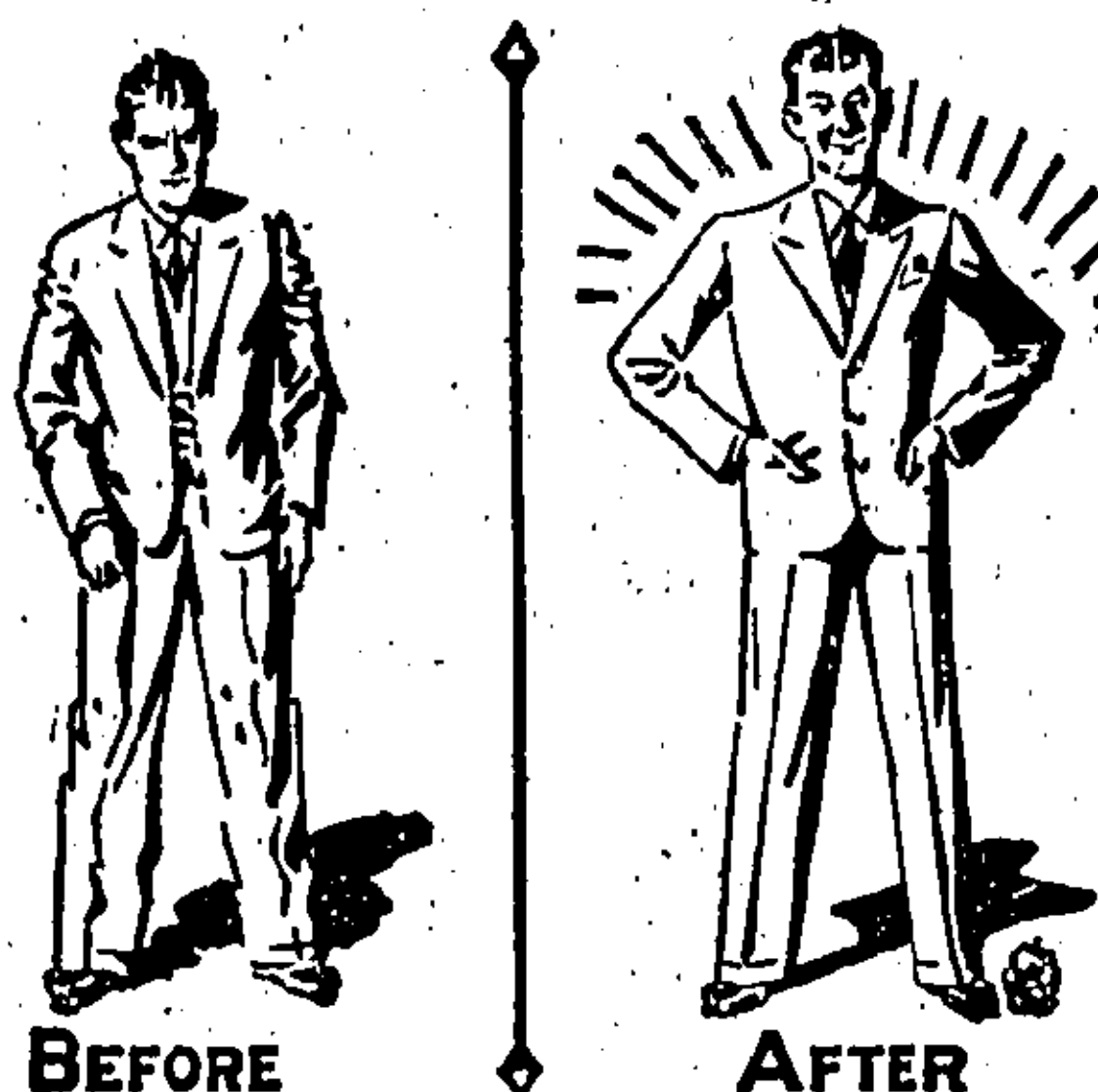
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tances should be made payable.
London Offices:—The Far East-
ern Advertising Agency (London),
Ltd., 30-32, Southampton Street,
Strand, W.C.2.

Hong Kong, Thursday, Dec. 6, 1928.

DEATH

EVERETT.—On November 21, in
London, W. H. Everett, Joint
Assistant Manager of Thos.
Cook & Son; by cable.

MALARIA, MOSQUITOES AND SMALL-POX

Of this delectable little Colony
of ours it may, we believe, be said
with truth that malaria, though
not so prevalent here nowadays
as in the past—thanks to the
scientific methods that have for
long been adopted—by our
medical staff, and Sanitary Board
—it has not yet been wholly
eradicated. As to mosquitoes, in-
dividually or collectively, they
seem to be as great a plague as
ever. As a matter of fact, such
is not the case, for these pests,
like malaria, have long since
been tackled in such a way by
those responsible for the efforts
towards their eradication in the
Colony that they are to-day
nothing like the dangerous nu-
isance they were a decade
ago. Those who have been long
resident in Hong Kong or Kow-
loon will readily bear out this
statement, though, probably, to
comparative next comers, who
appear to be special targets for
the blood-sucking parasites; it
may seem to be not quite so
obvious. Of small-pox, a much
more serious matter than either
malaria or mosquitoes, it may
be said that while it is certainly
not with us as with other parts
of the East, endemic, it must be
regarded as decidedly epidemic.
Never a year comes, we believe,
but there are quite a good many
victims of this particularly
noxious disease. While, so far
as malaria and mosquitoes are
concerned, foreigners are
frequently as Chinese are

victims, it is very different with
small-pox cases, the vast
majority of whom are Chinese.
Numerically, of course, Chinese
are very much in the majority in
the Colony as elsewhere in this
part of the world and it is there-
fore small wonder that they are
much more frequently affected
by small-pox. There are, how-
ever, other and special reasons
why many Chinese fall victims
to this dread disease, which even
to-day, despite the accumulated
wisdom evolved out of years of
patient research and laborious
study in many directions, still
fatally accounts for large num-
bers every year.
It is therefore extremely in-
teresting to read, as we did in a
brief article in yesterday's
"China Mail" on one phase of
the many activities of the local
Chinese Young Men's Associa-
tion, that those actively engaged
in the work of that admirable
institution still continue, earnest-
ly and devotedly in disseminating
scientific knowledge in plain
and practical fashion in
many parts of the Colony. This
excellent work was undertaken
in response to an invitation from
the Medical Department of the
Government and those Chinese
lecturers who have been giving
and continue to give so much of
their time and attention to this
important matter—have been
doing so, we note, by utilising
the services of the Y.M.C.A. unit
of the St. John's Ambulance
Brigade, and by sending those
undertaking the work as lecturers
to various centres. Material
has been prepared through the
co-operation of Dr. Ware of the
Health Department.
It is especially interesting to
note that a new and larger ser-
vice is being undertaken by the
same organisation during the
current month and January.
Two centres are to be visited
each week by a leader and four
assistants, who will speak on
malaria and small-pox and pro-
vide free vaccination. The St.
John's Ambulance Brigade, we
read with pleasure, has made
full preparation for this service.
Sheung Shui, Fanling, Tai-
po Market, Yuen Long, Cheung
Wang and Shamshui-poi, Kwa
Wang, Kowloon City, Kow-
loon, Aberdeen, Cheung Chau,
Shaikwan and Stanley are
all to be visited and we sin-
cerely hope that the zealous
work of those engaged in it will
bear excellent results. The
men thus admirably devoting
themselves have had training and
experience in this service and are
supplied with fresh vaccine from
the Bacteriological Institute.
They are engaged in a noble
effort, and may the best of good
fortune attend them in their
splendid undertaking.

The crying need of our time is
for leadership. There is no pro-
phet, no poet, no statesman who
sees a willing to sail the sea of
thought alone.—Dr. Parkes Cad-
man.

For the theft of coal from the
M. B. K. coal yard at Yau-mat,
two Chinese were each sentenced
to one month's imprisonment at
the Kowloon Court to-day.

The total output of the Kailan
Mining Administration's mines
for the week ending November
17 amounted to 94,811 tons, and
the sales during the period to
90,475 tons.

At the Kowloon Magistracy
yesterday, Mr. E. W. Hamilton
committed a Chinese for trial
in connection with a highway
robbery charge alleged to have
been committed in Prince
Edward-road on November 12.

Pleading guilty to a charge of
anchoring his vessel inside the
Yau-mat typhoon shelter, with-
out permission, Mr. S. A.
Cassumbhoy, owner of the s.s.
"Cassum" (ex-H.M.S. Woodlark)
was fined \$25 at the Marine
Court yesterday.

Six Chinese cases of notifiable
disease were reported to the
Medical Officer of Health yester-
day, four from the city regis-
tration district and two from
Kowloon. Three of the patients
had small-pox and the other three
enteric fever (typhoid).

A farewell dinner to Captain
R. P. Mitchell of the s.s. "Fat-
shan" of the China Navigation
Co. (Hong Kong-Canton run) and
Mrs. Mitchell will be held on
board his ship to-morrow at 7.30
p.m. Captain, Mrs., Master J.
and Miss U. Mitchell, are shortly
proceeding on leave.

The mistress of a cargo boat,
charged with securing her craft
outside five others alongside the
s.s. "Norwiken," was fined \$5 at
the Marine Court yesterday.
Another cargo boat mistress was
fined \$13 for carrying 13 passen-
gers in contravention of the
terms of her licence.

The case in which two barbers
were charged with murdering a
fellow barber was again adjourn-
ed, at the Kowloon Magistracy
yesterday. A witness (also a
barber) was closely cross-
examined by the prisoners. It
was suggested to witness that in
giving evidence against them, he
was avenging a grudge. Wit-
ness denied the allegation.

Owing to the insistent mewing
of a cat from an unknown source,
the proceedings of the Kowloon
Magistracy were frequently dis-
turbed yesterday. Policemen set
out to locate the intruder, but
without success. Finally, it was
thought that the animal had been
trapped in the huge space be-
tween the roof and ceiling of the
Court house, which had been re-
novated last week.

While a sum of approximately
\$20,000 is still needed to complete
the scheme, as the result of re-
presentations made by H.E. the
General Officer Commanding,
Major-General C. C. Luard, C.B.,
C.M.G., who has from the begin-
ning taken the greatest interest
in the Home, the Army Council
has authorised the payment of
£250 from the Royal Tournament
Profits Fund towards the ex-
penses involved in building new
premises in Hong Kong for the
Wesleyan Sailors' and Soldiers'
Home on Praya East.

STILL AT LARGE

THE PRISONER WHO STROL- LED OUT OF DOCK

When the case was called at
the Kowloon Magistracy this
morning, in which a defendant
had mysteriously disappeared,
Sergeant Clark informed the
magistrate that the escaped man
was still "at large."

Mr. E. W. Hamilton remark-
ed that the case had best be put
on the file.

It will be recalled that the pri-
soner, who had been brought be-
fore Mr. E. I. Wynne-Jones, for
larceny, left the dock without at-
tracting the slightest attention of
anyone in the Court.

ARMS CASE REMANDED

The case in which Chinese was
charged with unlawful posses-
sion of 1,000 rounds of ammuni-
tion and five "38" long revolvers,
was transferred to Hong Kong
this morning by order of Mr.
E. W. Hamilton, the Kowloon
Magistrate.
Defendant, a native of Sunwui,
was arrested on Monday on board
the s.s. "President Cleveland" as
a steerage passenger.
Mr. E. S. C. Brookes is appear-
ing for the defence.
The prosecution asked, when
the case was first brought up,
that it be heard before two
Magistrates.
Bail was fixed at \$10,000.

FOR THE POOR

DONATIONS TO FORTHCOM- ING CHARITY BAZAAR

ST. VINCENT DE PAUL

The Bazaar Committee of the
Society of St. Vincent de Paul
have pleasure in acknowledging
the following further donations
for the Bazaar to be held on
Sunday, December 9:—

Mr. Kwok Shu-lau	\$20
Mr. Li Ping	25
Mr. Ho Kow-ong	10
Mr. Ip Pun	10
M.S. c/o Miss C. M. Gonsalves	10
Messrs. Kayamally & Co.	10
Mr. A. H. Ferguson	30
The Estate of Mr. and Mrs. F. A. Gomes	25
Mr. J. P. Sherry	50
Mr. D. H. Cooper	5

ST. STEPHEN'S

ANNUAL BAZAAR IN AID OF M. C. L.

MRS. SOUTHERN'S SPEECH

Yesterday Mrs. Southern, wife
of His Excellency the Officer Ad-
ministering the Government, (the
Hon. Mr. W. T. Southern,
C.M.G.), opened a Bazaar or-
ganised by the students of the
St. Stephen's Girls' School in aid
of the Ministering Children's
League.

Each form in the School ran
its own stall all of which bore
attractive articles which readily
attracted buyers and quite a tidy
sum of money was realised for
the deserving cause. There were
toys, dainty paper flowers, draw-
ings, embroidered works, knitted
goods, etc., all produced by the
students themselves.

The Fairless School also had two
stalls where many pretty and
useful articles were exhibited.
The principal attraction were
three stalls in the centre of the
hall where one could buy china
ware from Kiangsi, lacquer ware
from Foochow, and dainty goods
from Ceylon and Japan.

Bazaars—and Bazaars

Mrs. Southern, who was in-
troduced by Miss E. S. Atkins,
the principal of the School, in
declaring the Bazaar open, ad-
dressed the large gathering of
visitors and helpers as follows:—

I begin to feel that the year
would be incomplete without St.
Stephen's Bazaar. I should be
untruthful if I were to pretend
that every bazaar that comes
one's way is a pleasure. Some of
them have entailed real suffer-
ing. But I am glad to say that
in Hong Kong the promoters of
bazaars have come to the con-
clusion that you should make
your wares both useful and at-
tractive and your surroundings
cheerful. They have put behind
them the days when one return-
ed laden with a collection of
atrocities that had travelled very
often from one bazaar to another.
Of course, even now you can't
please everyone. I met a clergy-
man at this very bazaar last year
and he protested plaintively that
someone had sold him a box of
face powder.

"You should congratulate your-
self on having secured something
useful that you can pass on to a
friend," I said unsympathetical-
ly. "Ten years ago you would
probably have found yourself
landed with a velvet smoking
cap."

I remember going to a bazaar
in Ceylon and finding I had won
in a raffle a yak fruit weighing
nearly thirty pounds. It's not an
easy thing to take home with
you.

However, as I said before, you
need fear no such horrors here.
I am sure St. Stephen's stalls are
spread with everything to tempt
you while you are here and please
you when you look at it at home.

The good work of St. Stephen's
in the cause of the M.C.L. is too
well known to need comment from
me. Under the inspiration of
Miss Atkins and the staff the
girls spend time and thought on
others less fortunate than them-
selves. The M.C.L. is fortunate
in having such faithful and able
supporters as St. Stephen's girls.
The need does not diminish
year by year. It increases. You
will never come to a dead end in
social service. And through the
M.C.L. you reach out helping
hands to such a variety of sup-
licants with so great a diver-
sity of needs. Let me emphasise
once more that the total of
£17,550 collected by the M.C.L.
last year was divided equally be-
tween Local and Home charities.
The Chinese blind, destitute or
orphaned, shared alike with En-
glish waifs and strays, and sick or
fatherless children.

In this great combined effort
in Hong Kong there lies a fine in-
ternational spirit as well as a
practical means of relief of dis-
tress. (Applause)
Special thanks are due to the
Dairy Farm Company, Messrs.
A. S. Watson and Co., Messrs.
D. Hutchison and Co., the Blue
Bird and the Fook Wang Elec-
tric Company for help rendered
in making the sale a success.

HARD TO ENFORCE

DOG MUZZLING ORDER IN THE COLONY

WHAT A MAGISTRATE SAW

Arising out of a question as to
whether a dog when not on a
lead, should have a muzzle, Mr.
E. W. Hamilton observed at the
Kowloon Court to-day that he
had seen a number of dogs in
Hong Kong without muzzles.

He wondered if the muzzling
order was still in force in Kow-
loon and not in Hong Kong.
Sergeant Clark replied that
dogs on both sides of the harbour
were supposed to have muzzles,
but the Police found difficulty in
enforcing the regulations.

PERFECT LIAR

HIS WORSHIP'S "YOUNG FRIEND"

"Look here, my young friend,
you are not only hawking with-
out a licence, but you come here
in a brazen manner and tell a
perfect set of lies."

Thus spoke Mr. E. W. Hamil-
ton at the Kowloon Magistracy
this morning to a Chinese youth
who, according to Sergeant Har-
greaves, had been arrested yester-
day.

Defendant emphatically denied
this. He said that the Sergeant
was arresting a number of people
near him and some ran away, he
among them.

His Worship passed sentence
of six strokes of the birch.

WORKED WELL

STOWAWAY'S BEHAVIOUR COUNTS

Four hours outside Singapore
en route to Hong Kong, the offi-
cer of the s.s. "Telemachus"
discovered a Chinese stowaway
on the top deck. He appeared
before Mr. E. W. Hamilton at
the Kowloon Magistracy this
morning.

Mr. H. Willan, chief engineer,
said that defendant had worked
the whole of the remaining voy-
age. He had given no trouble
and had worked well.

Defendant, who described him-
self as an unemployed ship's
fireman, pleaded guilty to the
charge of evading legal fare.
The fact that defendant had
worked while on the ship, his
Worship said, made a consider-
able difference. Sentence of one
month's imprisonment was im-
posed.

A DUKE'S DEBTS

"MIGHT BEHAVE LIKE A GENTLEMAN"

RECKLESS EXTRAVAGANCE

"It might be difficult for a
man to be economical when he
is a duke, but at any rate he
might behave like a gentleman,"
said Mr. Registrar Francke (in
the Bankruptcy Court, London),
when suspending for three years
the discharge of the Duke of
Manchester, who was adjudicated
a bankrupt in January 1916.

The duke, added Mr. Registrar
Francke, had run up personal
bills, and had a separate estab-
lishment at Gloucester Gate, N.W.
He owed £197 to his doctor. He
took a house elsewhere, and a
number of small tradesmen were
victimized.

Mr. Registrar Francke said he
thought that this was a case of
most unjustifiable and reckless
extravagance.

The total of the unsecured in-
debtedness was apparently £129,-
656. The only realisable assets
disclosed by the duke were jew-
ellery and personal effects—£200
—and these realised only £90.
The trustee had, however, re-
covered from the duchess and the
Zimmerman trustees £9,923.

A dividend of 1s. in the £ had
been paid, and an additional 6d.
or 6½d. was expected.

The duke admitted that a con-
siderable number of his liabilities
were personal debts; £2,859 being
due to jewellers, £183 to tailors,
£270 to hosiers, £1,000 for hotel
accounts, £216 in respect of an
establishment at Gloucester
Gate, £976 to C. Cairns for tennis
balls and racquets, and £1,220
to Paquin for women's dresses,
and so forth.

Of the unsecured indebtedness
£14,427 related to income tax.
For the duke, Mr. W. N. Stable
said that wherever he went
everybody assumed that he was
enormously rich. It was a very
difficult thing for him to cut
down his expenditure, and as re-
garded many of the "domestic"
liabilities, he was only legally
liable, and indeed the duchess
had paid most of them.

YEO GUILTY!

(Continued from Page 1.)

on handwriting went, the defence was overwhelmed. In this connection, he mentioned the text book by Taylor and Evans, and read a paragraph from it to show that the persons concerned in a case of forgery were the best witnesses as to whether or not a signature had been forged. Experts could only give an opinion.

Mr. Potter said that experts on any subject always came to Court with a preconceived opinion which they would not give up. The best and only way to attack such evidence was not through the set opinion but to take the handwriting and confine the expert to any obvious or striking feature.

This was what he (Mr. Potter) did with Professor Shellshear. The dot on the "i" and other points which he made were not new points at all, but merely points which arose from Dr. Shellshear's evidence.

The Three Cheques

Returning to the "trick suggestion" of the defence, Mr. Potter said that no one could suggest that any trick would induce Mr. Black to sign the three disputed cheques with the letter "B" in the same place on each occasion. Dr. Shellshear suggested that it was an accident, but could the jury believe that it was due to accident in view of the fact that in hundreds of other cheques that accident did not occur? Any lady or man in the Court, Mr. Potter was willing to wager, would be able to pick out the three disputed cheques from any number of others for their peculiarities, as brought out in his cross-examination of Dr. Shellshear, who could only suggest accident, and when pressed admitted the possibility of forgery.

Dealing with the suggestion that Tsang had been in the swindle, Mr. Potter asked, if that was true, where was the necessity for stealing 60 cheques? That, just like the trick point, was not possible of explanation.

Why Swindlers Run

Proceeding, Mr. Potter said that it was the bounden duty of the defence, when accusing a man of complicity in a crime, to produce positive direct evidence and to put it to him in a straightforward manner and give him a chance to refute the allegation.

That, Mr. Potter said, was a rigid rule in law, and that was why his Lordship had pulled Mr. Jenkin up when he suggested to Tsang, "You were double crossed by my client." It was the only man besides Tsang who could disclose the nature of that trick. It could not for a moment be believed that he did not know how the trick was worked.

Speaking on the point as to why Tsang did not bolt if he had been implicated, Mr. Potter said that the defence suggested that he did not get his share and that was why he stayed behind. Counsel commented that swindlers did not run away because they had got the money, but because they did not wish to go to prison.

Keystone of the Case.

Later, Mr. Potter again referred to the point as to why, if there had been collaboration between Yeo and Tsang, was it necessary to steal 60 cheques. He emphasised that that point was the keystone of the case, and held that no satisfactory answer could be found for that question.

Dealing with the point of Tsang's report of the missing cheques, Mr. Potter said that he was not concerned with the language used, but merely with the fact that Tsang had spoken about the 60 missing cheques ten days before the swindle was put through.

Judge's Three Points

If Tsang had been in the swindle, Mr. Potter submitted, the last thing he would do would be to tell Mr. Messer or Mr. Black about the missing cheques. That he did make that report was confirmed by Mr. Messer in his evidence.

Mr. Justice Jacks (Puisne Judge) in his summing up, gave the jury three questions to consider, as follows:—
(1) were the cheques forged or not?
(2) whom were they forged by?
(3) who uttered the cheques?

The jury, who were absent for 20 minutes, returned with a verdict of "not guilty" on the three counts of forging the cheques made out to Min Tak Co., the Man Lee Co., and Katz and Co. They found, however, that Yeo was guilty of uttering the three above mentioned cheques.

The foreman (Mr. A. H. Ferguson), after announcing the finding, asked for permission to add a rider.

Mr. Justice Jacks said that that was unusual in Criminal proceedings.

Mr. Jenkin's Request

Mr. Potter said that he would have no objection if the rider was in the accused's favour.

Mr. Ferguson (foreman) said that it was not, and therefore His Lordship did not allow it.

Mr. Jenkin reminded His Lordship that in the course of the trial he had asked for the production of Police records relating to the charge against Tsang On-wing, but His Lordship had not allowed it. He asked that in the absence of that record, His Lordship would now reserve sentence until after an appeal.

Mr. Justice Jacks said that he would not reserve sentence, as that matter could come up again for further consideration at the Full Court.

Sums Returned & Traced

Mr. Jenkin said that the reason why he was making the request was the fact that the prisoner had returned \$50,000 to the Government. There was a further \$130,000 in U.S. Bonds in New York, counsel said. This was in the name of Yeo and his wife, and the latter had disappeared. The prisoner was willing to refund that money to the Government also, if he could trace his wife. Counsel suggested that the return of this money together with the \$50,000 already refunded might have some effect on the sentence.

His Lordship said that the offence was a very serious one and the question of restitution of money would bear very little weight on his mind in sentencing the accused.

Yeo Desires Sentence

Yeo was then asked if he had anything to say as to why sentence should not be passed on him.

Yeo asked his Lordship to sentence him right away after which he would have something to say.

Mr. Justice Jacks then passed sentence of ten years' hard labour on each of the three counts of uttering the cheques and directed that the terms run concurrently, which means that Yeo will undergo ten years only.

Mr. H. G. Sheldon, junior counsel for the Crown, then mentioned the further indictment against the accused and asked that the accused's trial on that indictment be put off until after the Full Court hearing of the appeal.

His Lordship accordingly adjourned this case sine die.

No Warrant for Wife

Yeo then told His Lordship that he had heard from his counsel that his wife had gone away with the \$130,000 in U.S. Bonds. This money, Yeo said, was not part of the money which he had defrauded the Government of, but was entirely her own. She had nothing whatever to do with the case and did not know anything about his (prisoner's) affairs. She was entirely innocent.

Proceeding, Yeo said that he had been told that a warrant had been issued for his wife's arrest and he was very concerned about it as the money was hers.

Mr. Potter said that if it was of any consolation to the prisoner, he would state that no warrant had been issued for Yeo's wife's arrest.

Yeo: The money is hers. I can prove it in the Civil Court.

Mr. Jenkin was instructed by Mr. C. A. S. Russ. The other indictment, relating to Water accounts, comprises two counts, one of forgery and one of falsification of accounts.

The special juryman were Messrs. A. H. Ferguson (foreman), John Arnold, J. M. Alves, J. M. da Rocha, W. G. Goggin, Ho Kom-tong, O.B.E., J. P. Braga.

The Defence

The whole of yesterday afternoon's sitting was occupied by the address to the jury by Mr. Jenkin. Repeating what Mr. Potter had said in his opening, Mr. Jenkin emphasised that the trial is not an issue between the Government and the Hong Kong & Shanghai Banking Corporation. In criminal proceedings, he said, the jury had to be satisfied by the Crown of the guilt of accused beyond all reasonable doubt; and not, as in a civil suit where "preponderance of probabilities" might be taken into account. In British jurisprudence, a man is not condemned either because he stands in the dock or because the jury knew him to be a rogue.

The question of handwriting had occupied most of the time. He submitted that if the jury weighed all the evidence before them, they must be in greater doubt than when the Crown case was closed.

"Injustice"
Mr. Jenkin reviewed the evidence of Professor Shellshear. The cross-examination had "only skirted round the matter" and not gone to the foundation of his testimony. It had been admitted by Mr. Messer, that he was conscious, weeks before the Sessions began, of a clear issue—that of forgery or not?

The present case had unparalleled circumstances, said Mr. Jenkin. Mr. Dovey has been concerned with the handwriting (in behalf of the Crown) and had not gone into the witness box. He, counsel, was obsessed with what he would like to term the injustice of the Crown's not calling him as an expert witness.

Mr. Jenkin referred to a remark when Professor Shellshear was giving evidence and Mr. Dovey was looking into the Court from the passage on the floor above. He had asked his witness to speak up so that Mr. Dovey could hear. And he wished to apologise if the jury considered that he intended to cast any slur on Mr. Dovey.

Trick Hypothesis

The cross-examination of the only expert witness on handwriting had been directed to the writing of Mr. Tsang On-wing; the signatures of Mr. Messer and Mr. T. Black had, Mr. Jenkin maintained, been passed unnoticed by counsel for the Crown.

Mr. Jenkin also explained that there was no accusation of perjury against Mr. Messer and Mr. Black because an expert witness differed from what they said. He, Mr. Jenkin, was of the opinion that Mr. Messer and Mr. Black sincerely believed that they did not sign the three cheques.

The existence of the trick hypothesis came first from the lips of Mr. Messer. When Tsang On-wing and another clerk were charged, it was alleged that they uttered the cheques which were not intended for them. This, Mr. Jenkin claimed, justified the hypothesis of "obtaining the cheques by a trick."

Counsel also criticised the evidence of Mr. Black in certain respects as to his knowing the cheques were forgeries before he went to the Bank.

OPIUM SCANDAL

Shanghai, Yesterday.

The British officers of the S.S. "Kiangnan" have been released, the British Consul at Nanking giving an assurance that they will appear at any time if summoned.

They are resuming their duties, and it is expected the "Kiangnan" will leave very shortly for Hankow. —Reuter.

[Note: The "Kiangnan's" complement was detained in connection with the opium scandal in Shanghai.]

PRESIDENT ELECT

Calleo, Peru, Yesterday.

The battleship "Maryland," with Mr. H. Hoover aboard, has anchored in the harbour.

At Lima

Lima, Yesterday.

Mr. Hoover arrived here and was cordially welcomed by a crowd of 30,000. He drove to the Presidential Palace in an open carriage, the coachmen being arrayed in gold blue and red liveries, with white wigs, and olive green hats, such as Spanish Viceroys used centuries ago. —Reuter's American Service.

Man of 64 at North London: I am too old for motor driving.

Mr. Campton, K.C., the magistrate: Don't be ridiculous. At 64 a man is in his prime.



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SHADOWS BEFORE.

COMING EVENTS ANNOUNCED IN THE "MAIL"

To-day—Queen's Theatre; "Ramona."

To-day—World Theatre; "Safety Last."

To-day—Star Theatre; "Across The Pacific."

Dec. 9-10—Queen's Theatre; "Swim Girl Swim."

Dec. 9-10—World Theatre; "Brown of Harvard."

Dec. 9-10—Star Theatre; "Behind The Front."

Dec. 11-12—Queen's Theatre; "The King of Kings."

Dec. 11-12—World Theatre; "The Road To Romance."

Dec. 11-12—Star Theatre; "Rough House Rosie."

Dec. 13-15—Queen's Theatre; "Barbed Wire."

Dec. 13-15—World Theatre; "The Prince of Pilsen."

Dec. 13-15—Star Theatre "The Escape."

Dec. 13—Concert at Helena May Institute, 5.30 p.m.

Dec. 14, 15, 17, 18, 21, 22—Theatre Royal; The Hong Kong Philharmonic Society presents "Tom Jones," 4.30 p.m.

Dec. 14—H.K.V.D.C. Machine Gun Company Dance, City Hall, 8 p.m.

Dec. 16—Public Band Concert, Botanic Gardens, 4.50 p.m.

Dec. 19—Theatre Royal; The Hong Kong Philharmonic Society presents "Tom Jones," 4.30 p.m.

Land Sale
Dec. 10—At P.W.D. Offices, one lot of Crown land at Shamshuipo, 3 p.m.Lammeris' Auction
To-day—Y.M.C.A. Hockey, 2nd st. Toys etc., 10.30 a.m.Sports
Dec. 6—Y.M.C.A. Hockey, 2nd XI v. Kai Tak R.A.F., 5 p.m.

Dec. 7—Y.M.C.A. Basket Ball, "C" v. "D", 6.15 p.m.

Dec. 9—Fanning Hunt meet at Lok Ma Chau cross roads, 10.30 a.m.

Dec. 12—Fanning Hunt meet at Kennels, 2.30 p.m.

Dec. 15—Fanning Hunt meet at Sheung Shui, 2.30 p.m.

Miscellaneous
To-day—Y.M.C.A. Ladies' Night, 9 p.m.

Dec. 9—Drawing of a Pontiac Six 5-seater sedan motor car at the Society of St. Vincent de Paul's fete.

Dec. 11—Formal opening of the Peninsula Hotel, Kowloon, by H.E. the Hon. Mr. W. T. Southern, C.M.G. at 4.30 p.m. and reception at the Hotel from 4.30 to 6 p.m.

December 14—Hong Kong Automobile Association's annual dinner dance, at Peninsula Hotel, 8 p.m.

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NEW PRESIDENT

AUSTRIA ELECTS A SCHOOL MASTER

HAINISCH RETIRES

Vienna, Yesterday.

Herr Wilhelm Milkass, a schoolmaster, has been elected President of the Republic.

Herr Hainisch's term expires on Saturday. He has been president for two terms of four years, and is unable, according to the constitution, to fill a third term.—Reuter.

EX-KAISER'S SISTER

REPORTED PURCHASE OF £3,250 HORSE

Berlin.—Frau Zoubkoff, formerly Princess Schaumburg-Lippe and sister of the ex-Kaiser, has, according to the "Acht Uhr Abendblatt," been lately buying thoroughbred horses with the intention of starting a racing stable.

This newspaper states that the ex-Princess has already bought through her general representative, Dr. Ivanoff, seventeen horses from Herr Kuehn, which are in training in different stables, including the steeplechaser Dorn the Second, as well as Assuan, Friederun, Mannebreue, and Heluan.

The latter horse, for which the ex-Princess is said to have given £3,250, ran at Carlshorst as first favourite among three-year-olds.

All the ex-Princess's horses are to run for the present under the name of Dr. Ivanoff.

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MATINEE: December 19th at 4.30 p.m.

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| 1 pt. Blackberry Brandy | 2 qts. St. Julien Claret |
| 1 pt. D.O.M. | 1 qt. Old Brown Sherry Black Seal |
| 1 qt. Martell's XXX Brandy | 1 qt. Puritan Old Tom or Dry Gin |
| 2 qts. King George IV Gold Label or Perfection Whisky | 1 qt. Burgoyne's Burgundy |
| | 1 phial Pomeranian Bitters |

No. 2 HAMPER—\$34.

- | | |
|---|----------------------------------|
| 1 qt. Gullenmark Champagne | 2 qts. Tawny Dry Port |
| 1 pt. D.O.M. | 2 qts. St. Julien Claret |
| 1 qt. Burgoyne's Burgundy | 1 qt. Puritan Old Tom or Dry Gin |
| 1 qt. Martell's XXX Brandy | 1 qt. Vine de France Sherry |
| 2 qts. King George IV Gold Label or Perfection Whisky | 1 phial Pomeranian Bitters |

No. 3 HAMPER—\$30.

- | | |
|---|----------------------------------|
| 1 qt. Burgoyne's Burgundy | 1 qt. Engrand's XXX Brandy |
| 1 pt. Peppermint G.F. | 1 qt. Amontillado Sherry |
| 1 pt. D.O.M. | 1 qt. Puritan Old Tom or Dry Gin |
| 2 qts. Superior Rich Old Port | 1 qt. Medec Claret |
| 2 qts. King George IV Gold Label or Perfection Whisky | 1 phial Pomeranian Bitters |

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FOR CONSTIPATION**

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speedily cure Prickly Heat, remove Sunburn and the offensive
odour due to excessive perspiration.

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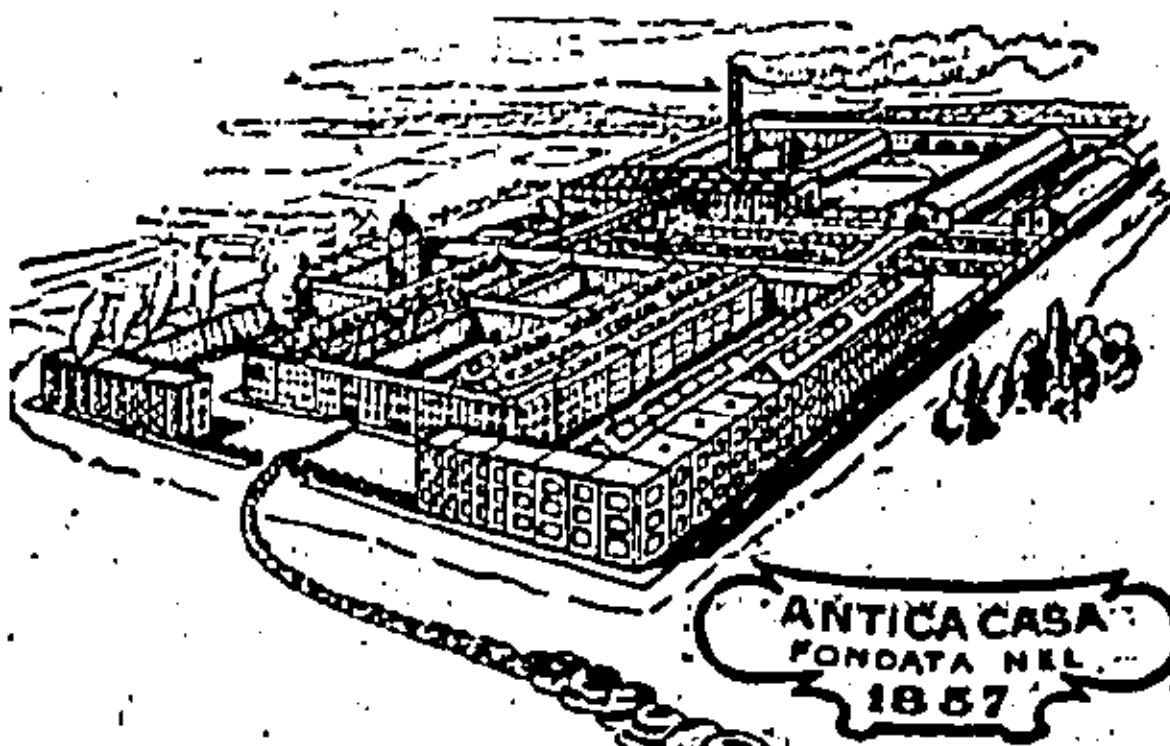
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who care for a really superior Hat
This hat is the genuine
BORSALINO

THE VOLUNTEERS

(Continued from Page 5.)

Machine Gun Instruction. Dress:
muff, as follows:
Nos. 6 and 7 Platoons at Corps
Headquarters.

No. 6 Platoon at Kowloon Dock.
Musketry. All ranks are re-
minded that Part II. will be fired
at Stonecutters Range on Sunday,
Dec. 16. This is the last day al-
located to the Scottish Company.

Range Officer: Lieut. A.
Mackenzie.

Portuguese Co.
There will be no parades until
Friday, Dec. 14.

Reserve Co.
Wednesday, Dec. 12. Parade at
Corps Headquarters at 5.15 p.m.
and proceed to Kennedy-road
Range by Ford Truck for Machine
Gun firing practice. Dress: Muff.

Promotion
No. 1160 L/Sgt. H. G.
Williams, Motor Cycle Section, to
be Sergeant, as from Dec. 4, 1928.

Transfer
No. 1352 Pte. S. M. West, No. 2
Platoon, to be transferred to No.
1 Platoon, as from Dec. 1, 1928.

Leave
The following N.C.O.s and men
having reported off leave for duty,
on the dates shown against each
name, the unexpired portion of
their leave is cancelled.

No. 80 C.S.M. H. Green, M.G.
Coy., from Dec. 1, 1928.

No. 917 C.Q.M.S. B. E. Maughan,
A.S.C. Cadre, from Nov. 9, 1928.

No. 717 Pte. H. E. Strange, Medi-
cal Section, from Nov. 9, 1928.

No. 507 Pte. H. J. Armstrong,
No. 1 Platoon, from Dec. 1, 1928.

No. 1053 Pte. H. A. Gregory, No.
2 Platoon, is granted sick leave
from Nov. 28, 1928 until further
order.

Struck Off the Strength
Having claimed their discharge
on completion of three years' ser-
vice or over:

No. 777 Pte. F. E. G. Munro, No.
1 Platoon, as from Oct. 17, 1928.

No. 929 L/Cpl. F. P. Lenfesty,
Engineer Coy., as from Oct. 12,
1928.

No. 595 Pte. G. W. Sellars, No.
7 Platoon, as from Oct. 31, 1928.

Having left the Colony, as from
Oct. 2, 1928.

No. 195 Gr. A. W. Roberts, The
Battery.

Notice
Boxing Tournaments. Owing to
lack of sufficient entries the Box-
ing Tournament has been postponed.
Entries will be received up to
6 p.m. on Monday, Dec. 17 and if
sufficient are forthcoming the
Tournament will be held early in
Feb., 1929.

Entries should be made to Ser-
geant W. H. Owen, c/o P.W.D.
Weights should be stated. Entries
already sent in will stand, unless
withdrawn.

STANDARD TIME.

SUNRISE AND SUNSET IN HONG KONG.

Sunrise and Sunset in Hong
Kong for December, 1928,
(standard time of the 120th Meri-
dian, East of Greenwich), is as
follows:—

Dec.	a.m.	p.m.
6	6.50	5.39
7	6.50	5.39
8	6.51	5.39
9	6.52	5.39
10	6.52	5.40
11	6.53	5.40
12	6.53	5.40
13	6.54	5.40
14	6.55	5.41
15	6.55	5.41
16	6.56	5.42
17	6.56	5.42
18	6.57	5.42
19	6.57	5.43
20	6.58	5.43
21	6.58	5.44
22	6.59	5.44
23	6.59	5.45
24	7.00	5.45
25	7.00	5.46
26	7.01	5.47
27	7.01	5.47
28	7.02	5.48
29	7.02	5.48
30	7.02	5.49
31	7.03	5.49

WOMAN'S LIBELLOUS POST- CARDS

Fanny Cowie, a widow of East
Leach, was sentenced at the Glou-
cester Assizes, to twelve months' im-
prisonment in the second division for
sending libellous postcards to
Lieutenant John Henry Adams.

Dr. Earsagey, who prosecuted,
stated that the woman pleaded
guilty in February to sending
libellous letters and postcards, and
was bound over not to repeat the
offence. She then sent postcards
to Lieutenant Adams's depot, and
they passed through several hands
before reaching him. She was
brought up at the July Assizes, and
upon promising not to repeat the
libels was again bound over. She
had since sent a further series of
postcards.
The woman said she had been
unable to get justice, and continued
to send postcards in desperation.

ACROSS THE PACIFIC

STIRRING STORY OF THE PHILIPPINES

AT THE STAR

"Across The Pacific," which is
the feature of the continuous pro-
gramme at the Star Theatre from
to-day to Saturday, tells a thrilling
story of the Secret Service in the
Philippines during the Spanish-
American war. Monte Blue, the
hero, plays the part of a young man
who, after a misunderstanding with
his sweetheart, leaves home and
enlists with a regiment drafted for
service in Manila.

A native girl becomes enamoured
of Blue and her love precipitates a
series of thrilling events, during
which the hero finds himself in con-
stant danger of his life. Though
an excellent blend of history and fic-
tion "Across The Pacific" provides
an extremely interesting picture and
one quite out of the ordinary as re-
gards the theme and its direction.
Myrna Loy, Jane Winton and Tom
Wilson are among the principal
members of the large cast.

SAFETY LAST

RETURN OF HAROLD LLOYD'S BIG COMEDY

One of Harold Lloyd's greatest
comedy successes, "Safety Last" is
the chief attraction at the World
Theatre from to-day to Saturday.
"Safety Last" is a splendid comedy
in which are incorporated numerous
thrills, spills and laughs. The first
part contains the most wholesome
and amusing comedy scenes that
Harold Lloyd has ever put on the
screen. The second half is taken up
for the most part with cleverly

"RAMONA"

"SIMPLE STORY OF PASSION- ATE LOVE"

A FINE FILM

The simple story of the passionate
love of a girl for an Indian captain
of sheep-shearers forms the basis
of the plot of "Ramona," a picture
of the old days of California, which
was screened for the first time at
the Queen's Theatre yesterday.

Dolores Del Rio plays the rôle of
the adopted daughter of a wealthy
Spanish widow who defies all con-
ventions and marries the man she
has fallen in love with. The hard-
ships she endures when the Indian
village in which she has gone to
live with her husband is massacred
by outlaws brings out the best
emotional acting from this popular
screen star.

Miss Del Rio is well supported by
Warner Baxter as the young Indian
chief, while Roland Drew fills the
bill to perfection as Felipe, the son
of Senora Moreno the wealthy
ranch owner.

directed scenes of the star climbing
the side of a twelve storey building
for a wager. How he does this and
wins the girl of his heart is told
in a thoroughly amusing manner.
In "Safety Last," besides proving
himself to be one of sildom's most
popular comedians, Harold Lloyd
also demonstrates that he can take
his place with the foremost Romances
of the screen. Mildred Davies has
the principal feminine rôle and is an
excellent foil for Lloyd's inimitable
brand of humour.

Mr. C. Lee, the Chinese Consul-
General at Singapore, has been ap-
pointed Consul-General in Ottawa.

A WEEK'S PAPERS IN ONE

"OVERLAND CHINA MAIL" ILLUSTRATED.

CHINA NEWS, LOCAL NEWS AND ALL THE NEWS

SEND IT HOME!

Fellow-countrymen are usually keen to know just what
is happening to people away from Home, especially if they
are out in China. Because your folks have been satisfied
with what you say in your letters, you must not think that they
will not be interested in news from Hong Kong. Business
connections will welcome reliable news as a sign of thought-
fulness.

See that your relatives, your friends and your business
connections are well posted. Give them a copy of the
"Overland China Mail" and test their appreciation. Easier
still, let us have his address and we will do what is required.

They will get a full weekly account of "China" and
"Hong Kong" events with plenty of pictures of the news.
The "Overland" is the only illustrated weekly budget of local
news.

All subjects are given their fair proportion of space.
Among the most notable this week are:—

The Carvalho Yeo (Treasury) trial.
Legal reforms in the Colony.
St. Andrew's Society annual ball and observances.
Large seizures of arms, etc.

Trial of the man alleged to have taken part in the
"Anking" piracy in which two Britons lost their lives.

RESIDENTS BACK FROM LEAVE

Many residents have just returned to Hong Kong
after holidays at Home and elsewhere. For the first
few days one's conscience can be calmed by thoughts that
time is needed to unpack and to get settled down again. Then
that letter must go.

What you have to say for yourself no one else can write
for you; but if you want to ease anxiety as to what is hap-
pening out here that is a task that the "Overland China Mail"
will do for you as it has invariably done in the past.

How many times were you "stumped" when somebody
asked you about conditions in China? Show that you are
at least thoughtful by sending them a copy of the "Overland."
That will tell them all they want to know.

READY NOW

Mail via Suz closes at 10.30 a.m. on Saturday,
and via Siberia at 6 p.m. on Monday.

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Cod-Liver Oil, the fat oil gained from the liver of the
cod-fish, which inhabits the northern Atlantic Ocean in
innumerable shoals, and which has been well-known for
more than half a century, is highly regarded all the world
over as a nutritive supporting the condition of the body,
and especially strengthening children.

Besides our "JEROLIN" possesses the very valuable
quality of not becoming decomposed for many months, if
properly stored.

"JEROLIN" contains a constant uniform percentage of
medicinal Cod-Liver Oil and admixtures of approved os-
teogenic Calcium Salts, Hypophosphites and some aroma-
tic ingredients.

"JEROLIN" is easily assimilated and digested, palatable
and appetizing.

Doses: Infants three times a day a tea-spoonful. Adults
and children three times a day a table-spoonful.

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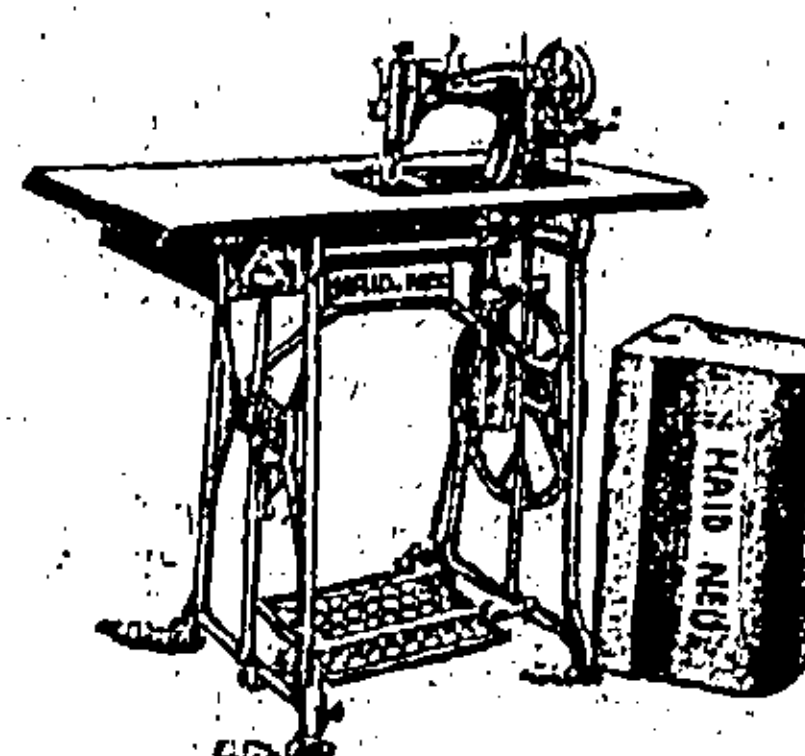
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SOCCER

YESTERDAY'S MID-WEEK LEAGUE MATCHES

PLAYER ORDERED OFF

Yesterday three matches in the Mid-week Football League were played with the following results:—

China Athletic 7 Hung Kui S. 0
P.W.D. Chinese 0 Ewo Chinese 2
South China 0 Police 0

Athletic v. Hung Kui
In this match which was played on St. Joseph's ground, the Athletic were too strong for the school players, scoring a 7-0 victory. The Athletic opened the scoring ten minutes after play started. Leung was in fine shooting form and never allowing an opportunity to go by, he was responsible for four goals for the Athletics before ends were changed. The School worked hard in the first half but failed when in front of goal. They fell away badly in the second half, and pressing all the time, the Athletic scored three more goals before the final whistle.

Ewo v. P.W.D.
Played on the Athletic ground, this match was quite interesting and the P.W.D., who had a big share of the game had hard luck to lose by two clear goals. A little feeling crept into the play, but nothing of a serious nature occurred. The first half was goal-less. Ewo scored their first goal soon after the resumption during a scramble in the goal-mouth. Their second point came from a well converted penalty kick.

South China v. Police
These two teams met at Caroline Hill, and a keenly contested match resulted in a goal-less draw. The Police had the better of the game but their shooting was erratic when in front of goal. The fast Chinese forwards could not do much against their heavier opponents who made much of this advantage. There was a regrettable incident when a Police player was ordered off the field by the referee for heavy tackling.

League Table
The League table to date is as follows:

	P.	W.	D.	L.	Pts.
Athletic	8	6	1	1	13
S. China	7	5	1	1	11
P.W.D. Ch.	9	3	3	3	9
Lam Long Wan	8	3	3	3	8
Police	9	3	1	5	7
Ewo Chinese	8	2	2	4	6
H.K. School	7	1	0	6	2

RUGGER

CLUB DEFEATS 1ST BEDS. AND HERTS

By a try to nil, scored in a forward rush towards the end of the game, the Hong Kong Football Club (rugby section) defeated the 1st Batt. the Bedfordshire & Hertfordshire Regt. (recently arrived from North China) on the Club ground yesterday.

The Club XV were:—Plummer; Goldman, Lammert, Wade, Scott; Wales, Bonnar; Riddell, West, Andrews, Leckie, Laidlaw, Murphy, Thomas, Merry.
Referee: Mr. H. L. F. Ewin.
The Club had most of the game, attacking unavailingly throughout the first half when the infantrymen were away only once.

In the second half the soldiers lost one of their three's.

SNOOKER

A. J. Osmund 170 (44, 50, 76) beat J. Wiche 126 (60, 50, 16) in the Palace Hotel snooker championship last night after fine play by both, with the loser leading at first. Osmund's best break was 22.

A. Lewis and F. E. Silva met at nine o'clock to-night.

TENNIS MAN'S DEATH

London, Yesterday.
The death has occurred of Mr. H. G. Mayes, who played for Canada in Davis Cup lawn tennis matches. —Reuter.

THE "SAINTS"

PROGRAMME OF YACHTING AND BOWLS

THE R.H.K. YACHT CLUB

At the Royal Hong Kong Yacht Club quarters, on Sunday, the St. Andrew's and St. George's Societies will hold their annual sailing and lawn bowls matches, and a fine day's sport is promised provided weather conditions hold good.

Teams of five aside have already been arranged for the sailing event but this number will probably be increased to six. The morning race will commence at 11 a.m. and will conclude in time for tiffin which will be at 1 p.m. In the afternoon, both the lawn bowls and the second part of the sailing event will take place. For the lawn bowls, two rinks have been arranged and a good game is anticipated.

Last year, St. Andrew's Society won both events, but on Sunday, St. George's Society will make strenuous efforts to recapture the flag.

Members of the Yacht Club who are not competing and who wish to have tiffin at the Club are asked to notify the Hon. Secretary without delay.

FANLING GOLF

DRAW FOR THE CAPTAIN'S CUP

The following is the draw for the match play stages of the Captain's Cup:

Byes: E. C. Frederick (8) v. A. E. Lissaman (6); F. A. Redmond (6).
First Round: Capt. H. F. Bloxham (4) v. R. H. Hollis (9); G. E. Ellams (13) v. Capt. A. W. Davison (14).

Byes: F. J. de Rome (6); R. Warbrick (11) v. I. W. Shewan (Scr.).
T. D. E. Pendered and A. K. Henderson also qualified but having left the Colony are unable to play off. Capt. Bloxham will not probably be back from leave in time to play and it is also doubtful if Warbrick will be here.

The first round has to be played on or before Dec. 31, the second by Jan. 13, the semi-finals by Jan. 27 and the final by Feb. 10.

G\$5,000 GOLF

Honolulu, Yesterday.
Bill Melhorn of New York won the G\$5,000 golf tournament over 72 holes, at the Honolulu Club.

Melhorn tied with Fred Morrison of Alhambra with 291, but won on the replay.—Reuter's American Service.

HOCKEY

KOWLOON INDIANS v. BEDS AND HERTS

Representing the Kowloon Indian Tennis Club, in a friendly hockey match against the Beds. and Herts. (Transport) team on the Marina Ground on Friday, Dec. 7 at 4.45 p.m. sharp, will be the following:—Mohamed Khan (Capt.), M. A. Khan, Dr. Khan, Feroz Ali, J. D. Tipu, Ahmed Khan, Makhan Singh, G. Mehdi, Autar Singh, Amir Khan and Dass. Reserves: Firdos Khan, Noor Khan, and Juma Khan.

A CORRECTION

The correct version of the match on last Saturday between the Hong Kong Ladies' Hockey Club and the Kowloon Ladies' Hockey Club, played at King's Park, is as follows:—The goals were scored by Miss M. Woolley (Kowloon); by Mrs. M. J. Jarvis (Hong Kong), Miss M. Woolley (Kowloon), Miss E. R. Bell (Hong Kong), Miss D. Stanion (Hong Kong)—in the order stated and all in the first half. Hong Kong won by three goals to two.

CRICKET

INDIANS TO PLAY RECREIO ON SATURDAY

The following have been selected to represent the I.R.C. 2nd XI. in the match with the Club de Recreio on Saturday, on the I.R.C. ground, at 2 p.m. sharp:—Sirdar Khan (Capt.), M. P. Madar, A. S. Suffiad, N. B. Kitchell, A. M. Rumjahn, A. R. Suffiad, J. M. A. Rumjahn, F. M. el Arcull, D. Mohamed, A. Butt and R. Nazarin. Reserve: —M. R. Abbas.

CRICKET IN A.D. 1300

FIRST MENTION IN THE KING'S LIBRARY

The Rev. Bernard Everett, Minor Canon of Windsor, and president of the Windsor Victoria Cricket Club, in proposing the toast of "The Club" at the annual dinner at Windsor, said he had found in the King's library at the Castle that the first mention of cricket was in the reign of Edward I, in 1300, which was long before St. George's Chapel was built. There were grotesque delineations, one of two male figures playing a game with a bat and ball, and the other of a male figure pointing a bat towards a female figure; in the latter case the ball, strangely enough, was not shown.

The next reference was in 1344, when fielders for the first time appeared, the players in this instance being monks, among whom the game seems to have been very popular. They then came to the reign of Edward IV., when cricket was declared illegal, probably because it interfered with archery, which was then the Englishman's chief weapon of defence. The penalty for playing cricket was two years' imprisonment, with a fine of £10, while the implements were burnt, and further, the owner of the cricket field was liable to three years' imprisonment with a fine of £20, which in those days was an enormous sum.

The game then seemed to have almost disappeared, but in the reign of Queen Anne "it was decided that the game was not illegal, for it was a very manly game—not bad in itself, but only in the ill-use of it by betting more than £10 on it, but that was bad and against the law." Therefore if persons did not bet more than £10 they were free from the "beak."

EXCHANGES.

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Gold Leaf, 100 fine (per tael)	—
Sovereigns (Bank's buying rate)	9.55
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Kong	4% prem.
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Rate of Native Interest	7% p.a.
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Giuseppe De Luca, of the Metropolitan Opera, considered by many the greatest of operatic baritones.

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Prices Reasonable.

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BRITISH LAGER BEER

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Or \$3.50 per dozen including duty, delivered to your residence.

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"STOMACH DOCTOR"

THE BEST BITTER FOR THE STOMACH.

EATING WITHOUT APPETITE:

drink one liquor-glass "WURM" before repast.

FOR DEFICIENT DIGESTION:

drink one liquor-glass "WURM" after repast.

FOR DISORDER OF THE STOMACH:

drink two liquor-glasses "WURM" at all times.

BEFORE DINNER, AND BEFORE GOING TO BED
ONE "WURM" IS THE BEST REMEDY FOR ALL DISORDERS OF THE STOMACH.

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BRINGING UP FATHER.



WORLD NEWS IN PICTURES.

A Charming Ensemble



Cloth of silver for the coat with paillette embroidery in red tones on the lower sleeves, luxurious white fox and a velvet gown with hand needlework in silver make up this exquisite ensemble from Redfern of Paris. Particularly noticeable are the graceful lines.

"Lusitania" Sequel



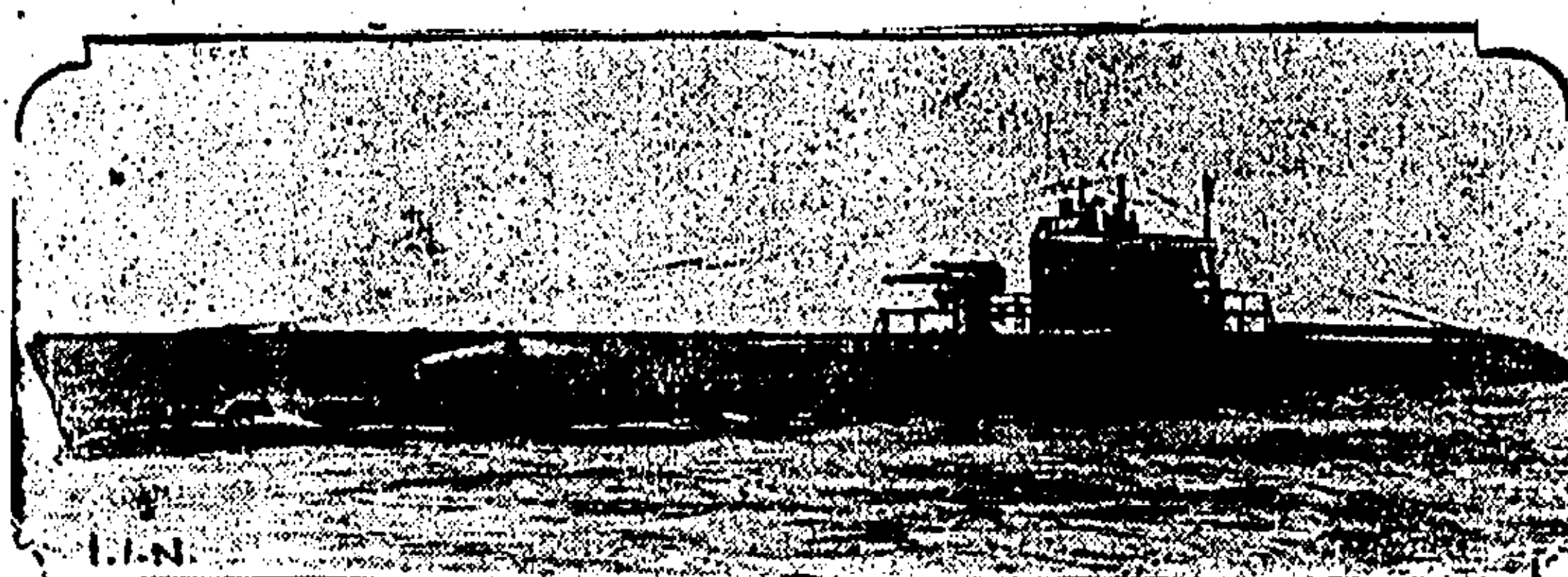
Mr. and Mrs. Charles Amory, with a friend, following their recent marriage. The bride is the former Mrs. Raymond S. Baker and was divorced from him. Before that she had been married to Alfred Guyenne Vanderbilt, who lost his life when the "Lusitania" was torpedoed during the war.

64—But Still Young



The years roll by but, apparently, without the slightest effect on Edna Wallace Hooper, an actress, who has had 64 birthdays and is, like Fannie Ward, a perennial fapper.

Submarine Given Up For Lost



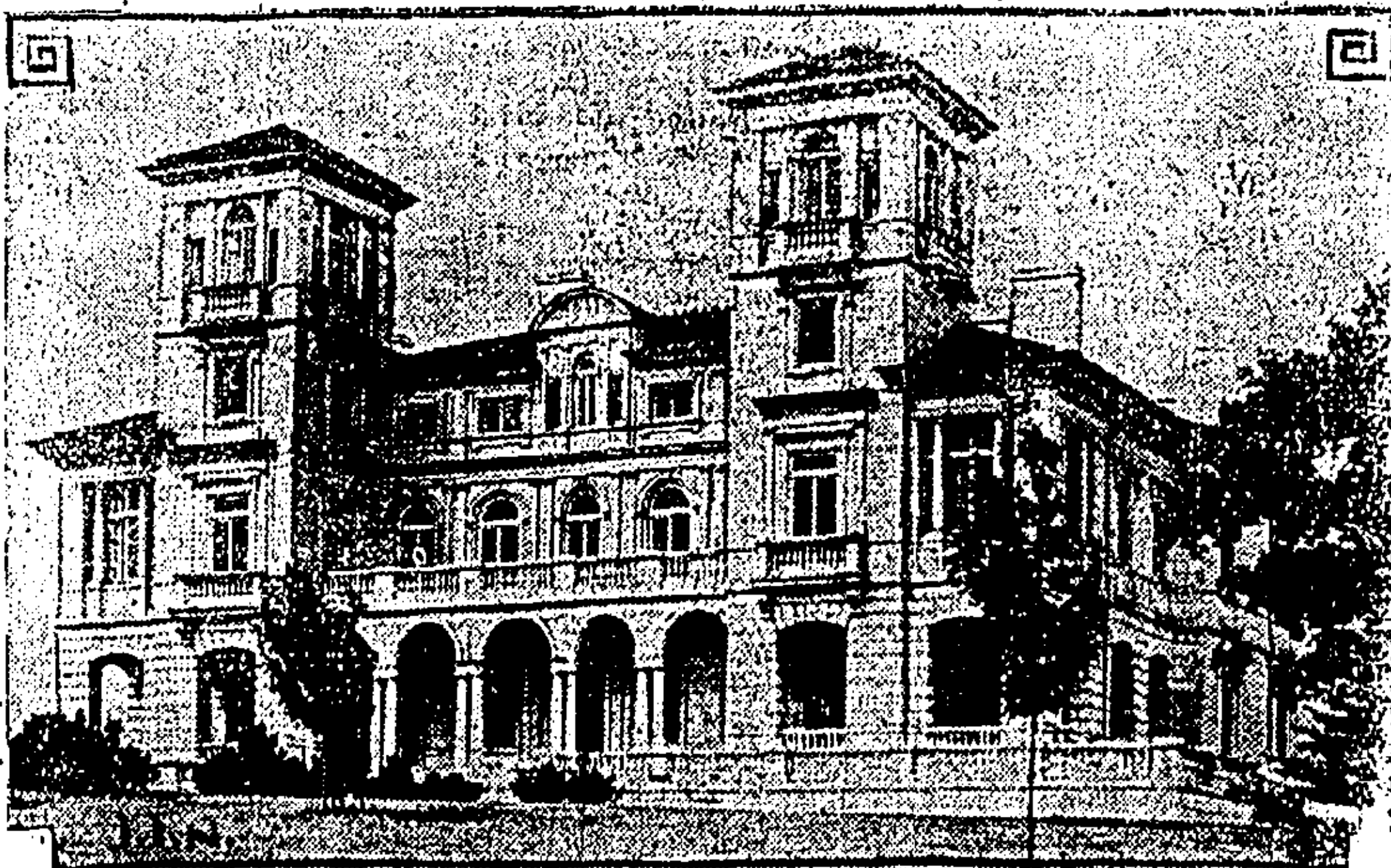
Here is a photo of the French submarine "Ondine," which left Cherbourg for Bizerta, Tunisia, on Oct. 1 and has not been heard of since. Warships and seaplanes conducted a search of the entire Mediterranean, without avail. The vessel carried a crew of more than 100 officers and men.

Where 70 Were Buried Alive



With a crash that terrified the city of Prague, Czechoslovakia, a seven-story building in progress of construction collapsed, burying at least 100 workmen and pedestrians in an adjacent street. More than 70 were killed. The above photo shows rescuers searching the ruins for bodies.

Where Coolidges Spent a Holiday



The Swannanoa Country Club, situated at an altitude of 2,400 feet, in the Blue Ridge Mountains, where President and Mrs. Coolidge spent their Thanksgiving holidays.

Peggy Hoffman



Peggy Hoffman, about whom the gossips are always busy.

Winter Sports Costume



This charming winter sports costume is of black velvet enlivened by a gray pink sweater and accessories. Its replica has been seen in Hong Kong.

INFORMATION WANTED

FOR THE
1929 ISSUE OF THE

DOLLAR DIRECTORY

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SECTION IV.

PARTICULARS OF AGENCIES' LIST.

SECTION V.

LOCAL WHO'S WHO.

SECTION VI.

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SECTION VII.

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THE MOTORISTS' PAGE

NEW 1929 MODEL

B. S. A.

MOTOR CYCLES

WILL ARRIVE

DECEMBER 16th.

DO NOT FAIL TO SEE THESE NEWLY
DESIGNED MODELS BEFORE
CHOOSING YOUR NEXT MOUNT

ABSOLUTELY THE VERY BEST
VALUE FOR YOUR MONEY.

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AT LAST! JUST ARRIVED

THE FAMOUS

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FAVOR

GILLET D'ERSTAL

and

MONNET & GOYON

MOTOR CYCLES

DO NOT FAIL TO INSPECT THE
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46, Nathan Road, Kowloon.

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDLEY.—Hongkong Hotel Garage, Queen's Road. C.4759.

BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.

CHRYSLER.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.

HANOMAG.—Wai On Tsung, Ltd., 243 Des Voeux Road, C. Tel. C. 711.

MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.

OAKLAND.—Lane, Crawford, Ltd.

OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

PACKARD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

PONTIAC.—Lane, Crawford, Ltd.

ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.

SINGER.—Gillman & Co., 4a, Des Voeux Road Central.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

VAUXHALL.—Lane, Crawford, Ltd.

WHIPPET.—Gillman & Co., 4a, Des Voeux Rd., C.

WILLYS-KNIGHT.—Gillman & Co., 4a, Des Voeux Road Central.

MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co. Tel. C. 244.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.

FEDERAL TRUCKS.—Kin Cheong Hong, 37, Connaught Road C. Tel. C. 6.

G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

GUY.—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.

MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

WILLYS KNIGHT TRUCKS.—Gillman & Co., Ltd., Des Voeux Rd. C.

MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Voeux Road. C.1067.

NEW HUDSON.—A. Lung & Co., 19, Queen's Road C. Tel. C. 1219.

RALEIGH.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.

ROYAL ENFIELD.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.

ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.226.

AUTO-FOTAL FIRE EXTINGUISHERS.—Keller, Kern & Co., Ltd., 16-19, Connaught Road Central.

COLUMBIA BATTERIES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.

MILLER TYRES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.

PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. C.4759.

EXPORT TRADE

BRITISH CYCLE AND WORLD
MARKET

IN GOOD POSITION

Figures for 1927 show that the British motor cycle and industry is still more than holding its own in the face of all competition, not only in complete machines but also in component parts. 1927 British motor cycles export show an increase of 10 per cent. over 1926 records, while U.S.A. trade has suffered a decrease of 11 per cent. In British Possessions the demand for British motor cycles had remained practically the same during 1926 and 1927—at an average of 26,650 but the American figure has dropped from 9,682 in 1926 to 5,659 in 1927.

This reverse in the American trade is balanced by an increase of 17 per cent. in European trade; in this latter market United Kingdom returns show an increase of 28 per cent.

It appears the chief countries taking increased consignment of British products are Denmark, India, Dutch East Indies, South Africa, Switzerland, and France. British trade with the United States appears to be more hopeful in view of the increased export of motor cycles from 14 in 1926 to 26 in 1927. Now, however, small consignments are being despatched, the figures for the Argentine having increased from 19 to 52.

In 1927 British cycles were exported overseas to the extent of 283,462—an increase of approximately 10,000 over 1926.

India is the largest customer to this branch of the industry, and increase her demand from 84,529 in 1926 to 102,805 in 1927; next comes the British West Africa with 20,982 and Netherlands East Indies with 17,022.

BEN NEVIS

BRITAIN'S HIGHEST MOUNTAIN CONQUERED

BY ARIEL CYCLE

Ben Nevis, Great Britain's highest mountain, has been conquered. The successful vehicle was a 5 h.p. Ariel sidecar combination, which carried a passenger in addition to the driver. This is the first time that the ascent has been made with a sidecar machine, although Ben Nevis has already been climbed by a solo motorcycle. The feat was accomplished in the remarkably good time of 4 hours 49 minutes, and was carried out under the auspices of the Scottish Western Motor Club.

No Wheelgrip

It cannot be said that the 5 mile climb was altogether unaided, but the assistance which was required was not due to lack of power, but rather to the fact that in certain places the shingle was so loose that wheelgrip could not be obtained.

Non-skid chains were fitted to the driving wheel at the start, but these did not seem to help much and were ultimately removed. The machine required no attention whatever during the whole climb or descent, and was as sound at the finish as at the start. Trouble might have been expected from the overheating, considering the very slow road speed compared with the high engine speed, but owing to the good lubricating arrangements, no signs of trouble were apparent at any time.

Standard Model

It is interesting to note that the machine was by no means specially built, but was a two-year-old standard model, which has already competed in many reliability trials, and which last year made a record climb of Ben Lomond.

9 H.P.

CLYNO

The Most Economical

Light Car

L. C. LTD.

TEN COUNTRIES

LADY MOTOR-CYCLISTS' EUROPEAN TOUR

REMARKABLE RUN

A team of lady motor-cyclists completed, on June 18, a very extensive European tour.

The team comprised Miss Marjorie Cottle (Raleigh), Miss Edyth Foley (Triumph) and Mrs. McLean (Douglas).

These ladies held the International Vase, competed for annually by a team of three riders from any country. This prize is awarded for the best performance during the International Six Days' Trial. They are the first English ladies' team who have ever competed for this prize. It will be of interest to recall the fact that they are to represent Britain in the forthcoming International Vase this year, making that the second time in all.

Tour of 5,110 Miles

The tour began at the commencement of May and went through Belgium, France, North of Italy, Switzerland, Germany, South of Sweden, Norway, Denmark, Holland and England, and totalled 5,110 miles.

The tour throughout was made on Shell petrol and Shell motor oil, supplies of which were arranged by the respective Shell companies in each of the countries traversed.

All three machines behaved perfectly—running without a hitch, and thereby showing the undoubted supremacy of the British motorcycle for reliability and dependability. The riders were most enthusiastic about both the oil and petrol. The run was made for the most part on fairly good roads, but extraordinarily bad weather conditions were encountered and proved very trying for lady cyclists.

Miss Cottle Interviewed

Miss Cottle, speaking of the tour, said: "We found terrible roads in some parts of France and in Holland. In the South of France we were frozen and soaked with rain."

"The tour has occupied just six weeks. We have spent in seeing France, Switzerland, Italy, Germany, Sweden, Denmark, Holland and Belgium about as much as we should have had to spend on a motor-cycling tour of the same length in England."

"We did our own running repairs—but they were very few. We had only six punctures. In Paris we thought we should be killed by the rushing taxi-cabs. Wherever we went we were objects of the greatest curiosity. At Pisa we had to abandon all hope of seeing something of the place, for we were mobbed by crowds, and the police had to force a way for us."

"At one place in Holland we were invited to attend some cycle races, and during an interval we had to ride round the course—for the edification of the 8,000 people!"

"The riders stayed at thirty-four hotels. Their luggage—contained in small army packs and small suitcases—included five frocks each for evening and afternoon wear."

INTRINSIC VALUE

FORD AND LINCOLN
OUTPUT

FIFTY THOUSAND

The fifty-thousandth Lincoln automobile to be built under Ford auspices was completed on August 30, 1928, six years and six months after the Ford company assumed control.

The Lincoln has always been recognized as a car of the highest quality, and to have sold so many high-grade cars in such a comparatively short time is regarded as a tribute to its intrinsic value.

The Ford company took control of the Lincoln plant on February 4, 1922, five years after it was built. During the World War the plant was devoted to making Liberty motors.

The last month's shipments prior to Ford ownership were 89 cars. In February, following the purchase, they jumped to 155. By June they reached 733. In 1923 the factory was enlarged and the floor space was increased by 311,000 square feet. A second addition followed a few years later.

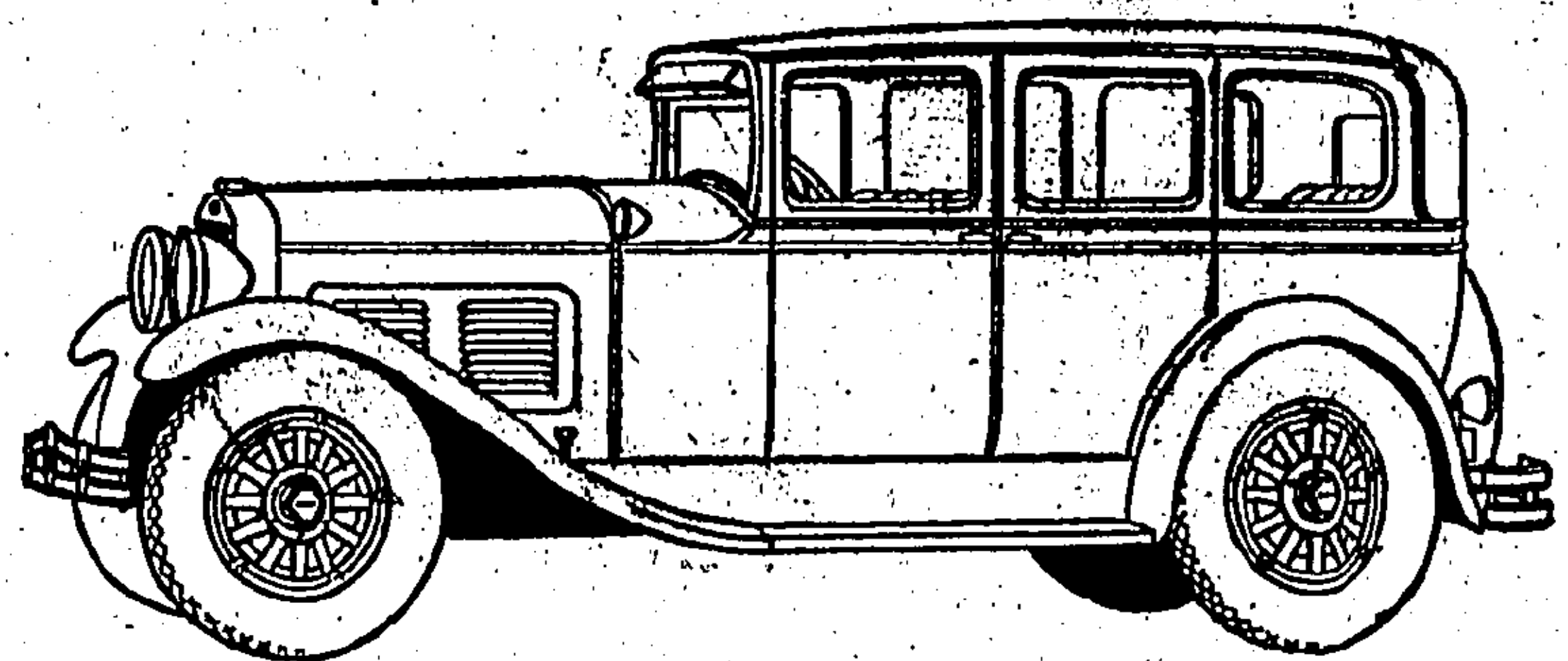
The 50,000th Ford-Built Lincoln car went to Washington, D.C. It was a four-passenger sedan of the two-window type.

THE DAWN OF SOMETHING FINER



AT

A MODERATE COST



NEW CHANDLER "65" MODELS
NOW ON SHOW

AT

11, QUEEN'S ROAD EAST. TEL. C.575

THE ASIATIC AMERICAN CO.

Office:—48, Stanley Street. Tel. C.244.

CAR BANDITS

SCOTLAND YARD'S NEW
METHOD

STOPPED BY SPIKES

The increase in the number of motor bandits has stimulated the resourcefulness of inventors who are trying to produce an effective barrier than can be operated easily in the closing of roads.

One system was tested by Scotland Yard, but now a barrier, much simpler in form, has been evolved by a Yorkshire man. Demonstrations have been given before a gathering of chief constables. The device consists of a collapsible spiked mat which can be arranged in echelon; "Stop" signs stand out clearly and are visible from a safe distance at night.

The extremities of the barrier are provided with red reflectors, and it is claimed that all risk to genuine traffic is avoided. When collapsed it can be carried in a compact case.

The spikes will pierce any kind of pneumatic tyre and make it impossible for a car to proceed while the barrier remains in position.

COST LITTLE

LONG TRIP AT LOW
EXPENSE

OVER 2,412 MILES

The growing value of the modern motor car for long distance travel, not only from the standpoint of speed and comfort, but economy as well, was demonstrated conclusively when a party of Marmon experimental engineers completed a 2,412-mile trip from Indianapolis to Los Angeles recently.

Summing up the results of the Marmon engineering party trip, it is apparent that the family which wishes to "See America First" in a manner that without the hindrance of fixed schedules, suits its own fancy, may do so in an automobile with no fear of excessive costs, said Lloyd Veltch of Butler-Veltch, Inc., Marmon distributors.

"From what we can learn, the expenses of the Marmon Party

WESTINGHOUSE BATTERIES.

BIG SHIPMENT ARRIVED.

Price from
\$22.50 upwards,

Sole Agents:—

KIN CHEONG HONG

37, Connaught Road Central.

Telephone G. 6.

were mated cost by train for four people who allow for overnight stops in comfortable hotels rather than continuing railroad travel both day and night.

"The primary purpose of the cross-country journey was not one of speed or endurance, but to make a final test of the cooling system in the New Series Marmon 68. Only one quart of water was used on the journey, although the '68' sedan with four passengers was driven over the Southern route to the Coast, which includes travel in desert and mountain regions as well as over almost every conceivable kind of roadway.

"The party arrived in Los Angeles on the evening of the

fifth day after leaving Indianapolis. Distances of 400 to 500 miles were covered each day, and nights were spent in hotels in Kansas City, Kas., Syracuse, Kas.; Albuquerque, N.M., and Williams, Ariz. But, sixty-one hours of driving time were required to complete the entire trip, making the average speed approximately forty miles an hour, a rate that may be maintained steadily with but fatigue and with ample opportunity to see the sights along the way.

A detailed log of the trip was kept, and a check-up showed the entire party gasolene oil and maintenance costs to be only \$11.00 for the seven men.

NEW CHANDLER'S

MANUFACTURER'S 16TH ANNIVERSARY

MANY INNOVATIONS

Celebrating its sixteenth anniversary as a motor car manufacturer, the Chandler-Cleveland Motors Corporation announces the introduction of an entirely new line of motor cars—a new low priced Six, known as series "65," a brand new low priced Eight, which carries the name of Royal "75." In addition, the Big Six series and Royal "85" for which Chandler is already well known, feature newly designed and greatly beautified bodies, and new features, as well as increased power.

According to Chandler officials, these new models constitute the greatest series of Sixes and Eights ever built by the company, and a heavy demand on the part of the buying public is anticipated with the showing of the line at dealers' establishments.

All the new Chandler Sixes and Eights convey a complete transformation. The new radiator on all the models is higher and is enhanced by a new Chandler insignia done in blue, black, red and gold, in a shield of heraldry.

Lowest Price

The leader of the line is the new "65"—an entirely new type of Six. The series "65" includes seven models, a Sedan, De Luxe Sedan, Coupe, Rumble seat Coupe, Cabriolet, Touring car and Sportster.

Chandler engineers have been working on this series for months, as can be readily appreciated from the advanced trend which predominates. The custom styled bodies are distinguished by long low lines, high hood effect, new style full-crown full sweeping fenders, and smart bullet type head and cowl lamps. Several choices of beautiful duotone colours are optional with any model.

Rich Upholstery

The interiors are beautified by rich upholstery of a new and distinctive pattern. An exquisite design of Butler hardware is used throughout. Foot rests with the Sedans are built-in type. There is ample head and leg room in the new models. A new instrument board is featured, which provides for all units grouped in pleasing panel under glass, and indirectly lighted. With the regular models, the instrument board is in rich colour, while with the De Luxe models it is circassian.

The seats are wide and feature soft, form fitting cushions. This, in conjunction with extra long spring, and new and improved spring suspension gives genuine riding comfort.

TRIPLE COLLISION

FIRST FATAL DIRT-TRACK RACE

ONLOOKERS SICK

The first fatal accident in dirt-track motor-racing occurred at Rockdale on October 21, when Clifford Mawson, a young rider, of Mannheim-road, Bradford, who was taking part in the final of the senior scratch race, received injuries from which he died in the infirmary. Mawson and two others were racing for second place.

The leader, Norman Dawson, of Salford, was cornering in the third lap when he developed a wheel wobble and was thrown from his machine. E. Wilcock, of Nelson, crashed into Dawson's machine and was thrown to the right, and Mawson, coming along at high speed, rode into Wilcock's machine and was thrown heavily against the rails.

Only Mawson was injured. Screams were heard from all parts of the ground, and people were taken ill and had to leave the track. The officials almost immediately stopped the racing.

LADY DRIVER

WORLD TOUR IN "BABY" AUSTIN

3,614 MILES

The first "baby" car to be driven round the world, Austin, "Seven," started from Birmingham in mail week. The driver, Miss de Havilland, has another woman as her companion. The car was shipped across to New York, and will be driven right across the American Continent to San Francisco, a distance of 3,614 miles, which journey, it is hoped, will be completed in 88 days. From San Francisco the car will go to Auckland, Sydney, Adelaide, Perth, Colombo, Calcutta, Delhi, Bombay, Brindisi, and so to London.

BIG RANGE

NEW MODELS OF "MATCHLESS" CYCLES

FOR ALL TASTES

The first of the big British Motor Cycle manufacturers to publish their 1929 programme were the "Matchless" people, famous for their "Black and White" machines.

An outstanding feature of the new "Matchless" programme is the fact that all 1929 "Matchless" Motor Cycles will have the "Black and White" saddle tank, from the smallest 2.46 side-valve machine to a new 9.9 h.p. twin cylinder sports machine. In addition, all Models possess two very practical features which have never before been standardised, namely, finger adjustment for the brakes on both wheels, and finger adjustment for the front fork shock absorbers.

The brake adjustment is, of course, by the usual spring-loaded finger nut, but the shock absorber adjustment is something quite new. A neat ebonite hand wheel situated just in front of the handlebar controls the amount of friction in the shock absorbers, so that if the control wheel is turned in one direction the forks become exceedingly stiff in action, and, in fact, can be locked solid if desired, while when the control is turned in the other direction, the frictional effect of the shock absorbers is gradually reduced until the forks float freely.

For Oversea Riders

The advantage of this innovation to overseas riders who have to use their machines on road surfaces which vary greatly in character, sometimes from mile to mile, can readily be grasped. When the machine is running on a good road the shock absorbers are left slack, so that the maximum comfort is provided; as soon as a bad section is encountered, the shock absorbers are tightened a little so that the machine still rides smoothly with an entire absence of clashing or bottoming of the fork. There is, of course, no need to stop the machine to make the adjustment, as it can be operated quite easily even at the highest speeds.

Another feature making for the comfort of the rider and the stability of the machine on bad roads is the steering damper, which, for the new season, will be standardised on all Models except the side-valve 2.46 h.p. machine known as the Model R/S.

Taking the Models in order, we will start with the smallest, the Model R/S 2.46 h.p. side-valve machine, which shows little alteration from the 1928 Model with the exception of the finger adjusted brakes and instantly adjustable shock absorbers mentioned above.

The next in the range, however, is an entirely new Model known as the R/3. This is really the Model R/S machine with the side-valve engine replaced by a highly efficient O.H.V. 2-port engine of a nominal 2.46 h.p., but actually developed approximately 11 h.p. This engine has roller bearing overhead rockers and totally enclosed push rods, an interesting feature being the fact that the tubes which surround the push rods are spring-loaded, so that they can be pushed up instantly with one hand when tappet adjustment is required. With its two graceful exhaust pipes and large silencers and fish-tails this machine is extremely handsome, and is certainly a remarkable proposition when it is realised that the list price in England is only £39 10s. 0d.

Side Valve Machines

Then come the well-known Model T/4 3.47 h.p. and Model T/3 4.98 h.p. side-valve machines. These Models remain very similar to the 1928 type, but an improvement of great importance to overseas riders has been made, for the ground clearance has been very substantially increased. A steering damper, adjustable shock absorbers and finger adjusted brakes, of course, appear on these Models as well, the prices being £43 0s. 0d. for the 3.47 h.p. and £44 0s. 0d. for the larger machine.

Also unaltered in general appearance is the Model T/5 3.47 h.p. 2-port O.H.V. sports machine fitted at £46 10s. 0d. Again, however, the ground clearance has been increased, while the exhaust pipes are now absolutely symmetrical. Perhaps the most notable improvement on this machine, however, is the fact that the overhead rocker gear is now of the roller bearing type, and the push rods are enclosed in spring-loaded telescopic tubes as on the Model R/3 described above.

The 4.98 h.p. Model V/2 2-port O.H.V. super-sports machine also shows an increased ground clearance for the new season, but apart from this there are only detail alterations. The list price in England, however, is now £58 10s. 0d. and at the same figure the 5.47 h.p. overhead camshaft engine can be supplied if desired.

(Continued on Next Column.)

PARIS SHOW

MOTOR-CYCLES AND WIRELESS APPARATUS

RARE EXHIBITS

The second part of the Automobile Salon which is devoted to bicycles, motor-cycles and wireless apparatus, was opened at the Grand Palais recently. There was a good show of British motor-cycles in the main hall, most of them being shown by French importing agents.

There was a large number of French motor-cycles of up-to-date design, and it was noticeable that except in one or two cases the French designs were closely based on British models. In the wireless section of the Salon there was a full-scale reproduction of a broadcasting studio.

The cubic content of the studio could be varied by an ingenious arrangement of curtains in accordance with the size of the orchestra, in order to regulate the volume of music and prevent echo. There was also in this section a machine at which visitors could test the suitability of their voices for broadcasting. A dial showed whether the speaking or singing voice was of a suitable pitch.

An entirely new Model, which has definitely been designed for overseas use, is the Model V/5. This is really the Model V/2 super-sports machine fitted with a 5.88 h.p. and side-valve touring engine, designed to give exceptionally high power output at low speeds, so that the machine can slog along under the most adverse conditions and with the heaviest loads.

A very special feature of this engine is the fact that the cylinder head is detachable just like a modern car cylinder head. After seven bolts have been removed the whole cylinder head comes away and the engine can be decarbonised and the valves ground in without the necessity for disturbing the cylinder itself or even for removing the exhaust pipe or disconnecting the petrol pipe. This is unquestionably a feature of extraordinary value for those who have to look after their machines themselves and have little time to do it in. This Model V/5 is undoubtedly going to be a very popular machine in overseas markets. It has a high ground clearance, 8 in. finger adjusted brakes on both wheels, adjustable shock absorbers, a very large spring-seat saddle and every other improvement which can possibly be imagined, while the list price is only £49 10s. 0d.

Big Twin Cycle

The famous "Matchless" big twin with its 9.9 h.p. engine has been entirely redesigned, and for 1929 will be known as the Model "X." The engine is not altered but it is housed in a new frame, very similar to that of the super-sports Model V/2, with the same 3 in. brakes and other features which distinguish the single-cylinder machine. Of course, it has the "Black and White" saddle tank and an exceptionally low position for the large spring-seat saddle, while a handsome appearance is given by two exhaust pipes each with its own large nickel-plated silencer and detachable fish-tail. The ground clearance is excellent, while, of course, the power output and speed possibilities are tremendous, yet owing to the low saddle and compact frame design, the machine can be handled like a light-weight, whether used solo or with a sidecar. At a list price of £60 0s. 0d. this machine is going to make a very big appeal, particularly in those districts where the big American machines have been popular in the past. It should be noted that for an extra £2 0s. 0d. the machine can be had with the high compression sports engine with nickel-plated cylinders, it then being known as the Model X/R.

It is worth remembering that it was the "Matchless" big twin which made such a wonderful performance when it set up entirely new record figures for the Melbourne to Sydney record in Australia earlier this year. This is the engine which is fitted to the new Model "X," so that the power and stamina of the new machine are unquestioned.

Those who prefer the American riding position will be interested to know that the "Matchless" people can supply folding footboards and American style handlebars, with twist grip throttle control, on the Models T/4, T/3, V/3 and "X," but these must be specially ordered, as the standard equipment is of the English type, with foot-rests and sporting handlebars. Further particulars can be obtained from the 24-page illustrated introductory Catalogue which will be sent in reply to a postcard addressed to the makers of the "Matchless," Messrs. R. Collier & Sons, Ltd., 44-45, Plumstead Road, Plumstead, London, S.E.18, England.

T. T. RACE

ARIEL PEOPLE SUGGEST NEW METHOD

STOCK MACHINES

The Ariel Motor Cycle people do not support the Tourist Trophy Races in England, run over a course on the Isle of Man. They do not believe in such races for which special machines have to be built, as in most cases it is not possible for the public to purchase machines identical to those used in the T.T. Races.

Should the Auto Cycle Union at any time decide to select machines from the manufacturers' stock or, better still, purchase them direct from agents in the same manner that the public can obtain them and use machines secured in that manner for T.T. purposes, then the Ariel Company would support such a scheme.

DRIVING VISION

LOST IF LIGHTS NOT ADJUSTED

[By Mrs. Helen L. Holt, Director, Safety Conference, California Development Association.]

When your headlights are out of adjustment you are causing glare, but do you know that, at the same time, you are losing driving vision?

Headlights are designed to give you a beam of light that spreads out across the roadway ahead. Rays of light that would shine higher than the height of your headlights above the roadway are bent downward, increasing the light on the road and at the same time preventing glare to the oncoming automobile.

Most drivers can tell when the lights on an approaching car are out of adjustment when they are driving at night. But one out of ten motorists knows when his own lights are illegal. A simple test is to notice whether your lights illuminate the faces of the occupants of a car coming toward you. If they do, they are badly out of adjustment. If in doubt, ask any headlight station to throw your lights on the screen—they will gladly do so without charge. Enforcement officers have been known to cite an owner when the light is only a few inches too high.

Reason Simple

If you can see faces in an approaching car, you probably cannot see the roadway. Have your lights adjusted, and you will be surprised at the apparent increase in their efficiency. The reason is simple. The quality of light emanating from a headlamp is not changed by adjustment. But all the rays that cause glare are doubly lost to you for purposes of vision. Half are lost up in the air and just as many are lost downward and too close to the car. Therefore, when they are brought into focus you are getting more concentrated light where you need it.

Headlight adjustment is accomplished by two distinct operations. The automobile is placed on a level surface facing a wall or chart twenty-five feet distant from the headlights. On this chart a horizontal line is drawn three inches below the height of the headlights from the surface on which it is offset the effect of load. The headlight club is first brought into the correct position with relation to its reflector. On most cars this is accomplished by an adjusting screw placed at the back of the headlight shell. The bulb is moved forward or back until the pattern of light on the screen takes its narrowest position, vertically. The headlight is then tipped up or down to place the beam as high as possible and still below the line.

Surprise Awaits

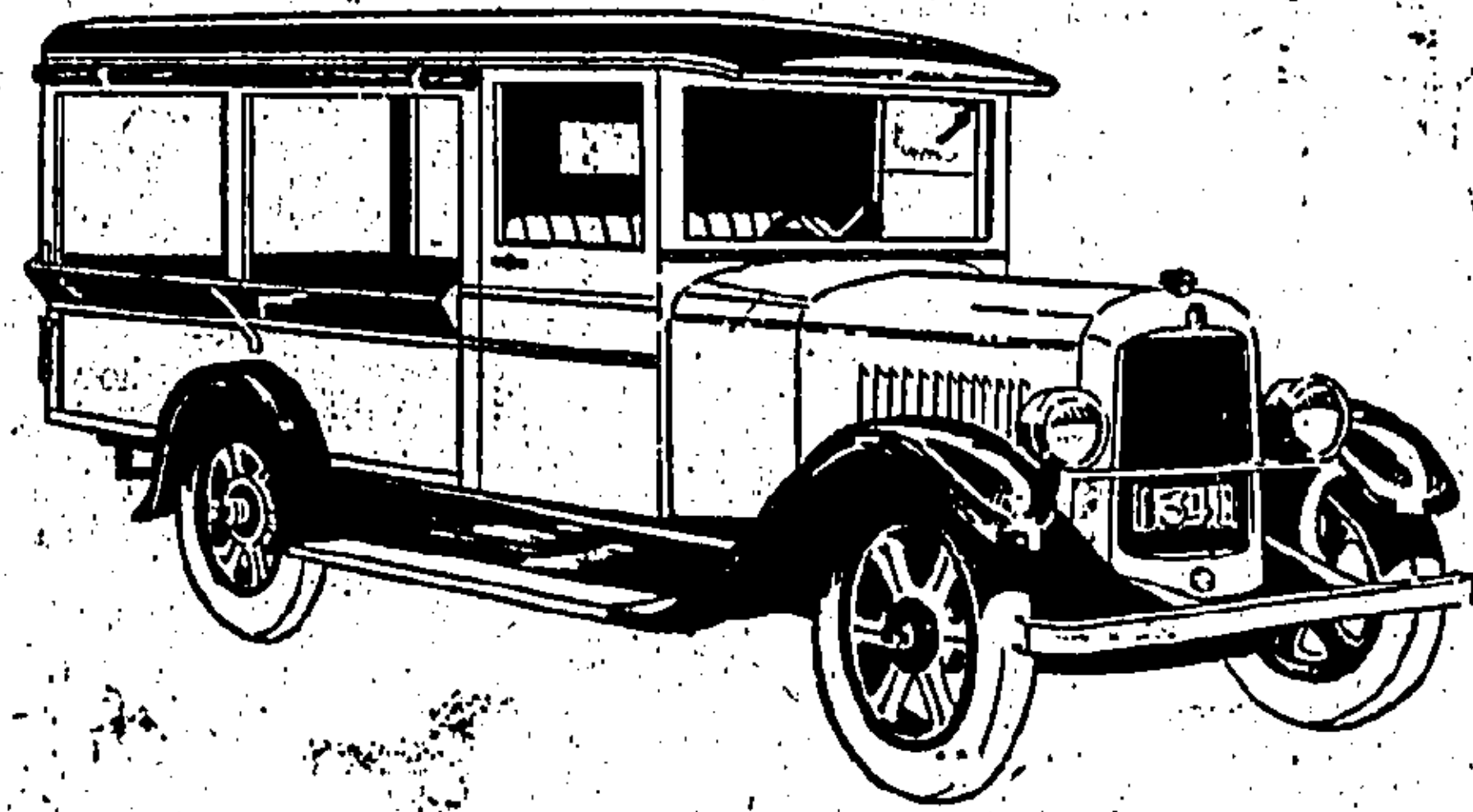
You will be pleasantly surprised after you have adjusted your headlights when you notice the increased vision that you will have on the road.

The careful motorist will keep spare bulbs in his car, and will consider them as important as a spare tyre. A bulb does not give warning when it is going to burn out. What is worse than a one-eyed car coming toward you? If you happen to be the car that is breaking the law by driving with only one light, do you realise the needless danger you are incurring especially on a dark road? Most of the bulb manufacturers furnish bulb kits at a nominal charge in which you can carry one or two spares of each kind that you will need. Any headlight station will be glad to tell you the voltage and candle power that is used on your particular make of automobile, and whether to get single or double contact bulbs.

When your headlights are being inspected, it is well to see that they are weatherproof. That the sockets are not loose. And that you have sufficient voltage.

ALWAYS INVESTIGATE WHAT GENERAL MOTORS HAS BEFORE YOU BUY

GENERAL MOTORS TRUCKS



3 Great Series

Powered by the PONTIAC

Six Cylinder Engine

1000-lb. chassis . . . \$585
With Screen Body . . . \$750
With Panel Body . . . \$770
2000-lb. chassis . . . \$745

Powered by the BUICK

Six Cylinder Engine

Chassis Prices
One Ton . . . \$1095
One and one-half ton . . . \$1185
Two Ton . . . \$1270
(Automatic three speed gear drive)
Two Ton . . . \$1205
(Solid tires, vacuum-gas drive)

Powered by the BIG BRUTE

Heavy Duty Engine

2 1/2 tons to 15 tons capacity
prices ranging from . . .

\$3690 to \$5820

All prices f.o.b. Pontiac, Mich.

with BUICK

Six Cylinder Engine

ONE-TON

Complete as Shown

\$1345

f.o.b. Pontiac, Mich.

Powered by the Buick and Pontiac engines, General Motors fast duty trucks assure you a new type of performance. They speed up your deliveries. Increase your range of business. Lower your costs.

There is a General Motors six cylinder truck for every need in light and medium duty. Also Heavy Duty Trucks up to 15 tons capacity. By all means, investigate this most complete line!

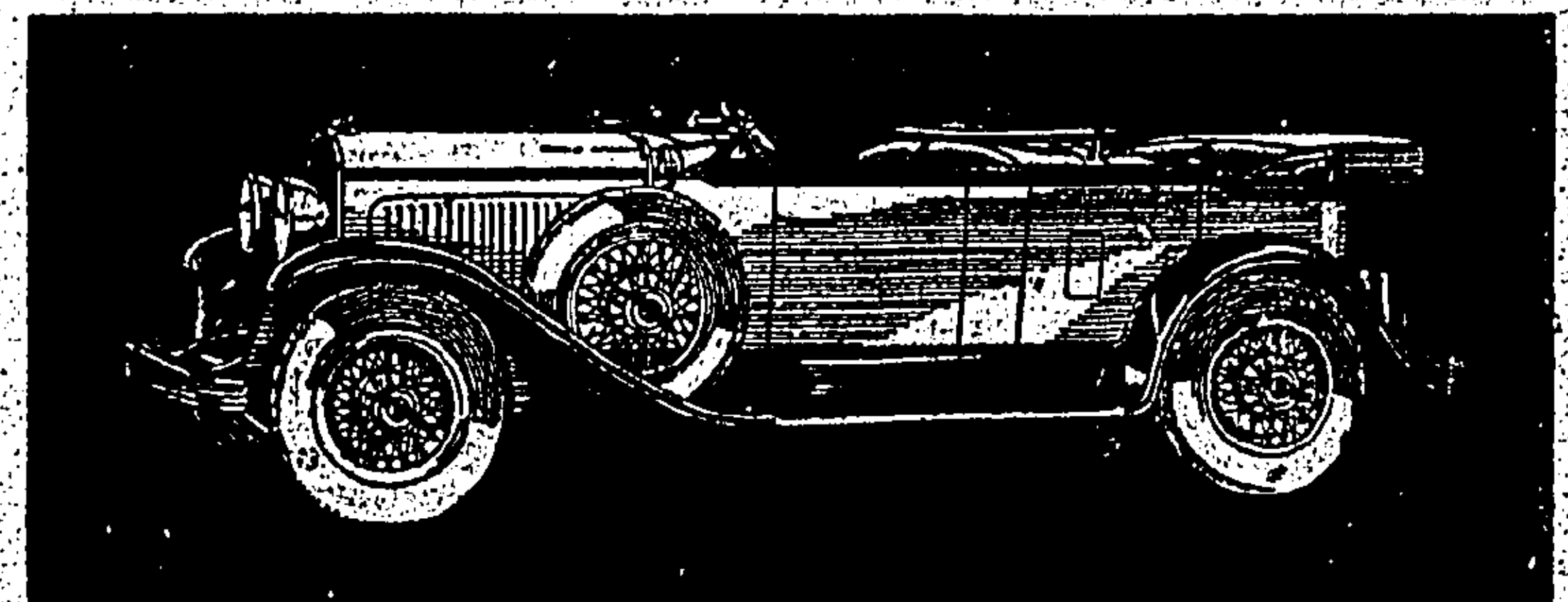
THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247

33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

A TRUCK FOR EVERY PURSE AND PURPOSE

Not Chrysler but the Chrysler Public



Broadly speaking, the measure of any man's success is the size of the public behind him.

He grows as his public grows—as his act are approved in increasing volume by an increasing public.

These few words tell almost all there is to the Chrysler story—or give, at any rate, the root-reason why Chrysler looms large on the motor car horizon.

Chrysler has never halted or hesitated, because Chrysler is free and has no obligations to anyone but his own public—no limit except the limit of his own creative powers, his own energy and enthusiasm, his own faith in the boundless resources of the nation.

Chrysler quite frankly confesses its intention to try to surpass other cars and other manufacturers—quite frankly admits an enthusiastic ambition for continued leadership in value giving—quite frankly intends to leave nothing undone to earn and deserve and hold the greatest motor car public in all the world.

This, it seems to the Chrysler management, is the urgent need of every manufacturing institution which applies to itself a swift-moving public—to realise that it does move, that yesterday is dead, that laurels wither, that today is gloriously alive, that tomorrow calls clamorously for greater and greater endeavor.

Due to arrive per S.S. "President Mackinley."

Price \$4,300

Completely equipped, with rear windshield and 6 wire wheels.

Sole Agents—

A. LUNG & CO.

SHOW ROOM:

19, Queen's Rd., C.

Tel. C 1218.

SERVICE STATION:

Pavilion St., Wanchai.

Tel. C 416.



HONG KONG DELIVERED PRICES.

NATIONAL SERIES "A B" PASSENGER

R.A.C. Horse-Power Rating 21.7
Brake Horse-Power 35 at 2,200 Revolutions.
Piston Displacement 170.9 Cubic Inch. Wheel-Base 107 Inches
Speed 50 M.P.H.

Model	Nett Weight	F.O.B. Factory Price	Extras	Packing Shipping Delivery	Nett Hong Kong Price
Roadster 2-pass.	2,006 lbs.	G\$195	G\$ 54	G\$210	G\$ 765
Tourer 5-pass.	2,056 lbs.	495	57	216	765
Couche (2 door) 5-pass.	2,316 lbs.	585	40	265	890
Coupe 2-pass.	2,176 lbs.	595	40	265	900
Sedan 5-pass.	2,306 lbs.	675	40	265	980
Cabriolet 4-pass.	2,276 lbs.	695	40	265	1,000
Limousine Sedan 5-pass.	2,396 lbs.	715	40	265	1,020

Hong Kong Price includes spare rim Tyre and Tube, Bumper, Bulb Horn, Right Hand Drive.

NATIONAL SERIES "A B" COMMERCIAL.

R.A.C. Horse-Power Rating 21.7.
Brake Horse-Power 31 at 2,200 Revolutions.
Piston Displacement 170.9 Cubic Inch. Wheel-Base 107 Inches.
Speed 45 M.P.H.

Half Ton Chassis	1,615 lbs.	G\$375	G\$20	G\$155	G\$550
Half Ton Chassis & Cab No. 560	2,015	400	20	215	725
Cab Top Express Truck " 128	2,280	530	20	240	780
Screen Express Truck " 103	2,705	570	20	265	865
Combination Truck " 104	2,530	580	20	265	865
Panel Express Truck " 205	2,265	600	20	250	870
Eight Passenger Bus " 34	2,265	615	20	265	890

Hong Kong Price includes spare rim Tyre and Tube, Right Hand Drive

CAPITAL SERIES "L O" UTILITY.

R.A.C. Horse-Power Rating 21.7.
Brake Horse-Power 31 at 2,200 Revolutions.
Piston Displacement 170.9 Cubic Inch. Wheel-Base 124 Inches.

One Ton Chassis	2,130 lbs.	G\$520	G\$ 45	G\$105	G\$ 730
1½ Ton Chassis	2,230 lbs.	520	115	165	800
1½ Ton (146") Chassis	2,410 lbs.	520	215	185	920

Hong Kong Price includes spare rim, Tyre and Tube and 4 fenders.

Hong Kong Price includes spare rim, Tyre and Tube and 4 fenders.

EXTRA FOR BODIES MOUNTED ON 124" CHASSIS.

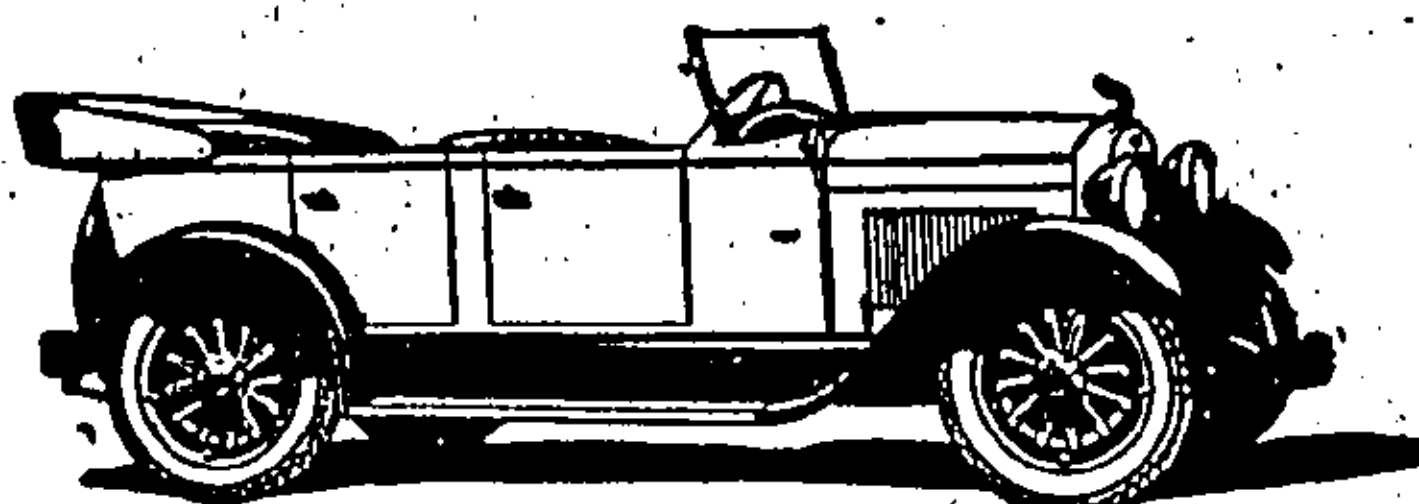
Model	Nett Weight	F.O.B. Factory Price	Extras	Packing Shipping Delivery	Nett Hong Kong Price
Sedan Cab No. 506	400 lbs.	G\$ 85	G\$ 30	G\$ 65	G\$ 180
Cab Top Body No. 328	775 lbs.	175	30	115	320
Screen Body No. 303	950 lbs.	235	30	145	410
Combination No. 303	1,000 lbs.	250	30	145	425
Panel Body No. 405	800 lbs.	270	30	125	425
12 Pass. Bus No. 39	775 lbs.	305	—	130	435

All Prices and Specifications subject to change without notice.

THE HONG KONG HOTEL GARAGE

25 Queen's Road Central Tel. Central 4759.

ESSEX TOURING



\$2,250

1929 Model

NOW ON VIEW

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SHOW ROOM: 11, Queen's Road, E. Tel. C. 575.

THE MOTOR MANUAL

INTERESTING AS WELL AS INSTRUCTIVE
NOT A TECHNICAL BOOK

"The Motor Manual," compiled by the staff of "The Motor," Temple Press, Ltd., London, is the original practical handbook dealing with the working principles, construction and maintenance of a modern car, which is placed before the motorist in as simple a manner as possible, so that a mere novice may pick up this handbook and, beginning at the first chapter, read through the book and easily understand all that is necessary to know about his car.

He may go further, for the "Motor Manual" gives all the information necessary for those who anticipate a tour abroad. All the difficulties of passports, taxes etc., are explained and thus the minimum time is lost where one who is ignorant of these facts would have great difficulty.

In an introduction, "Motor Manual" says:—"The beginner in motoring who commences to look after his own car, at any rate in respect of greasing, oiling, and minor adjustments, soon finds it necessary to learn something of the mechanism whereby petrol poured into the tank is enabled to propel the vehicle on the road.

A knowledge of the functions of the chassis parts is also essential to the intelligent diagnosis and correction of those minor troubles which are still occasionally experienced on the road and helps the owner to drive his car in a way calculated to preserve the mechanism from undue deterioration.

These are purely utilitarian aspects of the matter; equally important, however, is the fact that the car becomes a most fascinating hobby to the man who interests himself in the technical details of what is, after all, the most highly developed, compact and reliable piece of mechanism produced to-day.

There are chapters dealing with other important matters such as the electrical equipment, accessories, tyres, body work, simple running adjustments, motoring, legal information, foreign touring formalities, and so on; in short, all the facts which the motorist should have a knowledge of or desires to understand.

As an example of the careful and simple manner in which the staff of "The Motor" and "Motor Cycling" have endeavored to describe the working parts of a car, they first of all commence with a description of the chassis with the power unit, and in the face of the difficulty that arises, they therefore examine the essential working parts one by one, before proceeding to describe the cycle of operations employed to convert petrol to power. These parts are clearly illustrated by many well made sketches. In addition to the many features rarely afforded in other books of this nature, a full double-page illustration of a six-cylinder power unit in sections, is provided, with a logic description.

Thus it will be seen that the motorist is making a safe and intelligent investment with the purchase of the "Motor Manual." With two hundred and twenty-two pages of general information, and in addition a dictionary describing the technical terms of a car, the "Motor Manual" is unsurpassed by anything of its kind. The book is instructive as well as interesting.

BUS SERVICES

RECENT DEVELOPMENT IN TRANSPORT

COMFORT ESSENTIAL

With the great increase in the volume of road transport, the requirements which the vehicles themselves have to satisfy become more and more exacting. From the point of view of the passengers, speed, comfort and reliability are essentials, while at the same time it is necessary to consider pedestrians and residents on the vehicle routes by eliminating noise and noxious fumes as far as possible.

The petrol bus satisfies the demands of the passengers, but the fumes from the exhaust, and the noise, particularly in starting and when ascending gradients in gear, and especially when, as time goes on, the gears become worn, are decided disadvantages.

In the case of tramways, passenger comfort is exceedingly difficult to obtain owing to jolting which cannot be avoided (especially when passing over points and crossings and over worn rail joints). As is well known, also, to anyone whose residence is on a tramcar route, the noise made by the cars, always annoying, can be nerve-racking in the vicinity of a sharp corner. Another great disadvantage in the case of the tramcar is the very expensive special track which is required, and following from this, the fact that the breakdown of one car may easily dislocate the services throughout an entire route.

The electric trolley bus, for town and suburban work, solves all the problems. There are no objectionable fumes, and noise is reduced to a minimum. The speed is ample for all requirements, and this, combined with the exceptionally high rate of acceleration—a feature of great importance for town work where stops are necessarily frequent—enables the trolley bus to give a more speedy service than any other type of passenger road vehicle.

HILL CONTEST

FIAT BEATS BIG AMERICAN CARS
GREAT INTEREST

The Trieste-Villa Opicina Hill Climb, organised each year by the Automobile Club of Trieste, constituted this year a sporting event of the utmost interest, both by reason of the large number of noted drivers who took part in it, and the unusually large concourse of spectators. A loud speaker was installed to keep the public informed of the different phases of the contest, and altogether the organisation and general arrangements were above criticism.

The cars entered were: 1 Talbot, 8 Lancias, 3 Alfa-Romeos, 20 Ms., 1 Ceirano, 1 Ford, 1 Chrysler, 3 Bugattis, and 2-509 Fiats.

The race promised to be very interesting, not only on account of the fame of many of the competing drivers, but also because some of the cars, such as the 509 Fiats, were matched against cars of much larger cylinder capacity, one was even fitted with a super-charger. The race could not therefore fail to have some intensely interesting moments.

Amidst the general admiration, the little 509 Fiat driven by Luigi Agliardi won first place in Class B (Racers), covering the distance of just over six miles in 8' 2". In this class a Bugatti, an Alfa-Romeo and a Diatto also competed. The same Fiat was placed second in the general classification.

The other 509 piloted by Humbert Apollonio, gained first place in Class II, Touring Car category, the time being 8' 59.3/5."

The road had been specially prepared so that it was possible to indulge in the highest possible speeds.

FOR CHINA

A POWERFUL FIRE EXTINGUISHER

SPECIAL DESIGN

Specially designed for use in isolated positions, where Fire Brigades cease from troubling and Insurance Companies are at rest, Messrs. A. J. Stevens & Co. (1914), Ltd., have just completed and despatched for use in China a very compact and powerful form of fire extinguishing apparatus. The appliance is instantly ready for use anywhere owing to its dominant feature being the rapidity with which it can be rushed to the seat of the fire by means of the 7.99 h.p. A.J.S. machine to which it is attached.

Mounted on Platform
The chassis frame on which the platform for conveying the apparatus is mounted is an A.J.S. Standard Commercial Chassis, as regards dimensions, but the front and rear springs are specially strengthened to carry the increased weight. The tubes are made of a special quality material, and the axle tube is strongly re-inforced. The platform itself is constructed of well-seasoned oak, the framework being edge plated to give the required strength.

The fire-fighting equipment comprises a Merryweather Standard Pattern Chemical Extinguisher, having a capacity of 20 gallons. This is of the soda and acid type, the acid being liberated by the movement of a handle which is normally kept in position by a gummetal cap. The cylinder is mounted on bolsters and secured in position by two steel straps, sufficient clearance from the platform being allowed to admit of access to the drainage plug of the cylinder. Two 20-foot lengths of hose with gunmetal couplings and nozzle are provided for use with the cylinder, and are carried in a light wire basket fixed in front of the cylinder.

Additional Equipment
In addition four Merryweather two-gallon "Fire Suds" extinguishers constructed to Board of Trade requirements and tested to 350 lbs. per square inch, mounted on the off side of the platform, and three "Pyrene" extinguishers are carried on a strong angle iron frame at the rear end of the cylinder. The equipment also includes two crow-bars fitted in quickly detachable clips; one large axe secured in spring clips; and one extensible rake, or preventer.

An Ambulance First Aid Outfit, a Nife accumulator, and a double-note siren conveniently placed for operation by a pillion rider, complete the equipment of this very formidable fire-fighter.

The speed is ample for all requirements, and this, combined with the exceptionally high rate of acceleration—a feature of great importance for town work where stops are necessarily frequent—enables the trolley bus to give a more speedy service than any other type of passenger road vehicle.

The new Buick is the new Style



Fleet symmetrical, low to the ground, unique & unrivaled from an artistic standpoint—and the most comfortable automobile motorists have ever known—

Not only beautiful, not only symmetrical, not only luxurious—but an entirely new style—an alluring new mode of car design—

—a mode so true and sound and beautiful that it forecasts the trend of smart body-design for years to come—

The same artistry, the same craftsmanship which make this new Buick the most beautiful automobile of the day also

make it the most comfortable automobile motorists have ever known.

New adjustable front seats in the closed models—full width rear seats providing plenty of room for three adult passengers—deep, soft upholstery—the lounging spaciousness of the interiors—all combine with Buick's famous cantilever springs and Lovejoy Hydraulic shock absorbers to produce the highest degree of riding luxury ever attained.

See this new Buick—drive it—compare it point by point with any other automobile—prove to yourself it's the Buick of Buicks and the car of cars!

The Silver Anniversary
BUICK
WITH MASTERPIECE BODIES BY FISHER

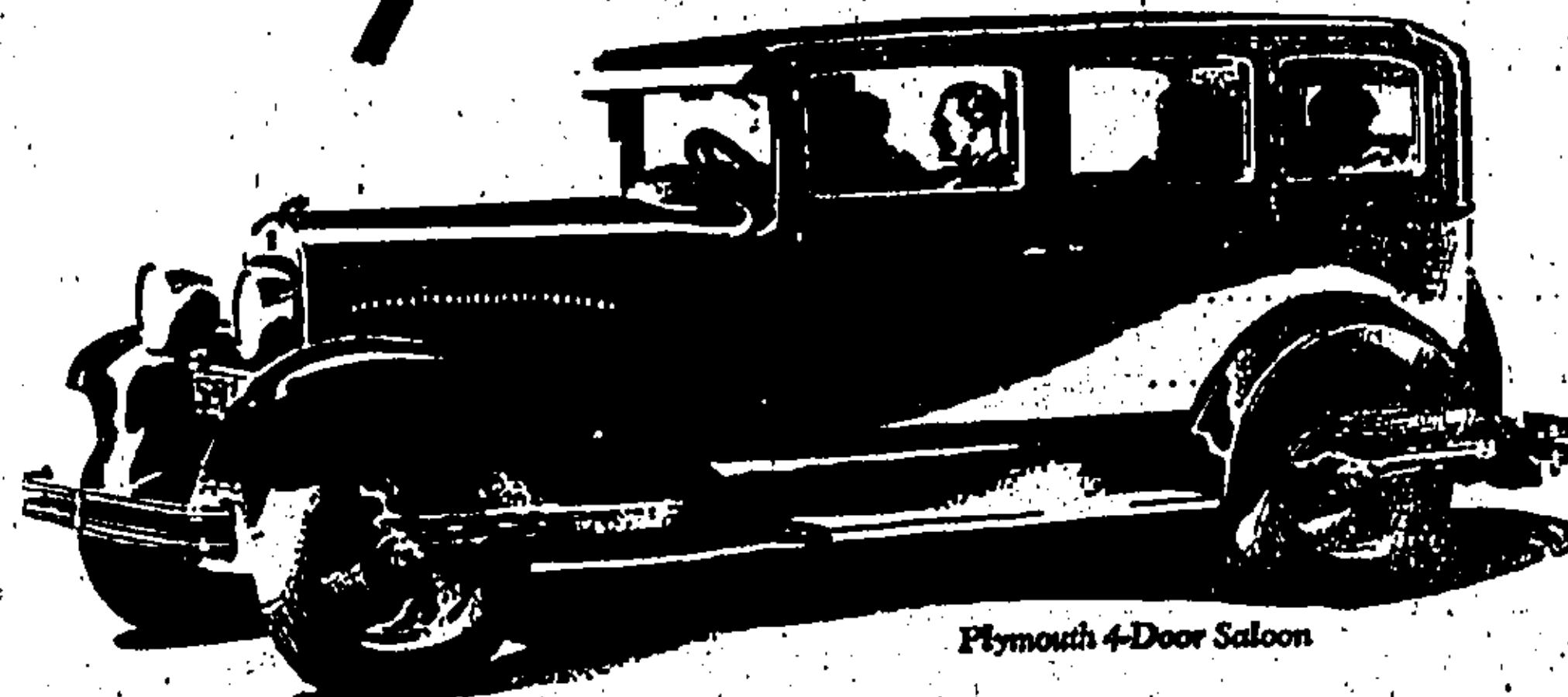
THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.

CHRYSLER Plymouth



Plymouth 4-Door Sedan

"Can Enough Be Built to Meet the Demand?" That's What They All Ask as Soon as They See and Ride in This Remarkable Car



The low-priced car market is undergoing a terrific upheaval. On all sides you hear enthusiastic approval of the new triumph of Chrysler engineering—

The New Plymouth.

The hundreds of thou-

sands who have already inspected the Plymouth details and have experienced its smooth and economical performance, its luxurious comfort, have enthusiastically acclaimed it as setting up an entirely new high measure of low-priced quality and value.

And naturally, they have

asked what is only an obvious question after seeing the new Plymouth—"Can enough be built to meet the demand?"

Be sure to see the new Plymouth. Check it over in detail. Don't be content until you ride in it and drive it. Then you too will ask "Can enough be built to meet the demand?"

Price \$2,500

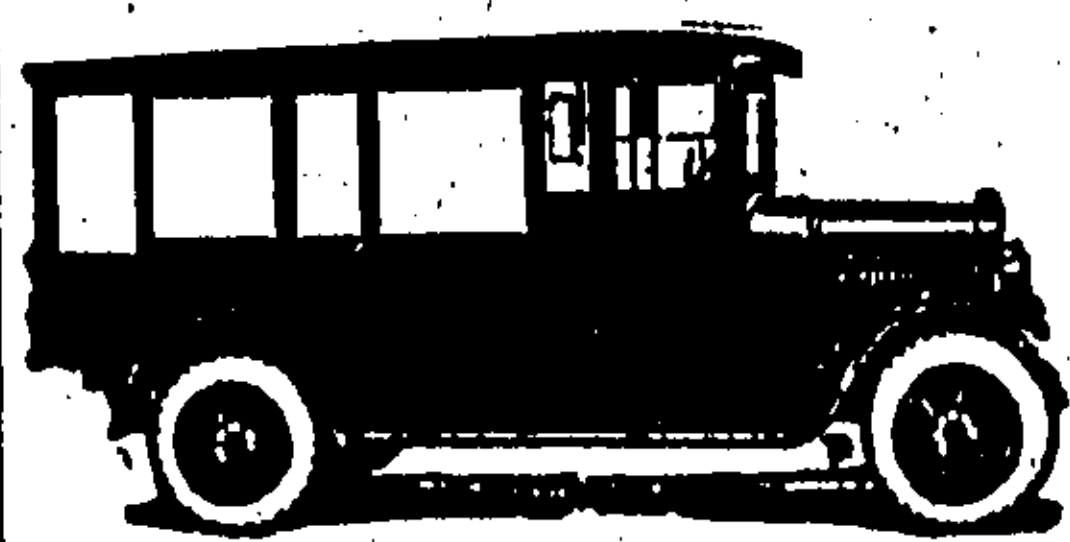
Completely equipped, with leather upholstery.

Sole Agents—

A. LUNG & CO.

SHOW ROOM:
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Tel. C. 1219

SERVICE STATION:
Percival St., Wanchai.
Tel. C. 4916

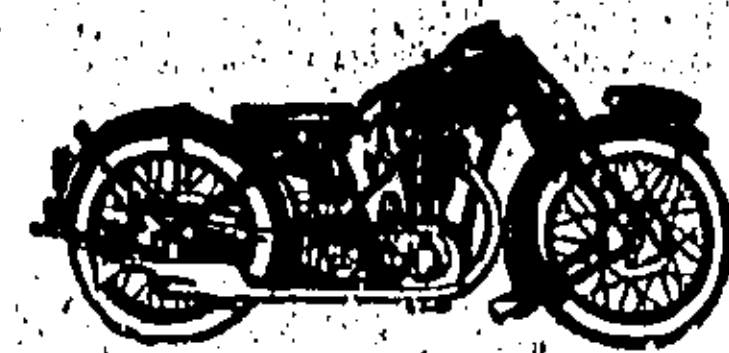


FEDERAL TRUCKS.
1-7 1/2 Ton Capacity.
Sole Agents:—
KIN CHEONG HONG.
37, Connaught Rd. C. Tel. C. 6.

China Mail

ESTABLISHED
1845

HONG KONG, THURSDAY, DECEMBER 6, 1928.



ROYAL ENFIELD
NEW HUDSON
MOTOR CYCLES.

Sole Agents:—
A. LUNG & CO.
19, Queen's Road C. Telephone C. 1219.

THE BLUE FUNNEL LINE

REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE.

"DIOMED" 11th Dec. Marseilles, London, Rotterdam & Hamburg
"HECTOR" 14th Dec. Marseilles, London, Rotterdam & Glasgow
"PERSEUS" 18th Jan. Marseilles, London, Rotterdam & Hamburg

LIVERPOOL SERVICE.

"GLADIUS" 20th Dec. Genoa, Havre, Liverpool & Glasgow
"TYDEUS" 20th Jan. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

via Kobe & Yokohama
"TYNDAREUS" 13th Dec. Victoria, Vancouver & Seattle
"PROTESILAEUS" 3rd Jan. Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"EUMAEUS" 11th Jan. New York, Boston & Baltimore

INWARD SERVICE.

"TELEMACHUS" Due 7th Dec. For Shanghai, Kobe & Yokohama
"PHILOCTETES" Due 8th Dec. For Shanghai, Moji, Kobe & Yokohama

PASSENGER SERVICE.

"HECTOR" 24th Dec. Singapore, Marseilles & London
"PERSEUS" 22nd Jan. Singapore, Marseilles & London
*Sails at daylight

Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates and information apply to:—

Butterfield & Swire.

Agents.

POST OFFICE NOTICE.

It is hereby notified that radio-telegram will be accepted at the Radio Office for transmission to Pakhoi at \$0.30 per word—the receiver to pay any charge levied by the Pakhoi Station.

INWARD MAILS.

From	THURSDAY, DECEMBER 6.
Canada, U.S.A., Japan, Shanghai & Europe	via Siberia, London, 15th Nov. Empress of Russia
Europe via Suez (Letters & parcels, London, 8th Nov. and parcels, 1st Nov.)	Mantua
Shanghai and Amoy	Liangchow
Japan and Shanghai	Malwa
U.S.A., Canada, Japan and Shanghai	President Madison
Australia and Manila	Changte
Japan	Wakasa Maru
Shanghai and Swatow	Suiyang
Straits	Kashima Maru
Manila	President Cleveland

OUTWARD MAILS.

For	THURSDAY, DECEMBER 6.	Per
Bangkok	3.30 p.m.	Haidor
Saigon	3.30 p.m.	Shun Chih
Tourane	4.30 p.m.	Chung Kong
Sam Shui and Wuchow	4.30 p.m.	Kong Ning
Hoihow	5 p.m.	New Mathilde
Haiphong	5 p.m.	Song Bo
Hoihow, Pakhoi and Haiphong	8.30 a.m.	Kiukiang
Shanghai, Japan and Europe via Siberia	10.30 a.m.	Mantua
Swatow, Amoy and Foochow	2 p.m.	Hai Ning
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles—due Marseilles, 4th Jan., 1929. K.P.O. Parcels (Dec. 7) 4.30 p.m. Registration (Dec. 8) 9 a.m. Letters (Dec. 8) 10 a.m. G.P.O. Parcels (Dec. 8) 5 p.m. Registration (Dec. 8) 9.45 a.m. Letters (Dec. 8) 10.30 a.m.	Malwa	
Straits, Mombasa, L. Marques and South Africa	11.30 a.m.	Wakasa Maru
Straits and Calcutta. Parcels Noon. Letters 1 p.m.	Yuen-sang	
Manila	4.30 p.m.	President Madison
Shanghai, Dalny and Europe via Siberia	6 p.m.	Liangchow
Bangkok via Swatow	8.30 a.m.	Kailan
Swatow, Amoy and Formosa	9 a.m.	Canton Maru
Shanghai and Japan	10.30 a.m.	Kashima Maru
Shanghai, Japan, U.S.A., Canada, C. & S. America and Europe via Victoria, B.C.—due Victoria, B.C., 31st Dec. Parcels 3 p.m. Registration 4.15 p.m. Letters 5 p.m.	President Cleveland	
Shanghai and Europe via Siberia	President Cleveland	
Letters 6 p.m.	President Cleveland	

*Correspondence bearing vessel's name only.

PRES. COOLIDGE AND U. S. BUDGET

BIG FIGURES

LARGE SUMS FOR ARMY AND NAVY

INCREASED APPROPRIATIONS

Washington, Yesterday.
Pres. Coolidge has submitted the budget to Congress providing for an expenditure of \$3,781,000,000 and an estimated surplus of \$61,000,000.
The total appropriations for the public services exceed last year's by \$224,000,000, the largest item being for National Defence—\$649,000,000 compared with \$627,000,000 for the present year.
The President warned Congress that the country cannot assume great additional expenditure without jeopardising the present favourable outlook.

The budget separately allows \$349,000,000 for the Navy, \$444,000,000 for the Army, and \$141,000,000 for Aviation, under which heads items are included which are not classified as National Defence.—Reuter's American Service.

THE RHINELAND

THE QUESTION OF IMMEDIATE EVACUATION

PROBLEM UNSOLVED

Berlin, Dec. 4.
Sir Austen Chamberlain's statement yesterday denying the German contention that all Treaty obligations have been complied with, entitling her to demand immediate evacuation of the Rhineland, has given rise to a storm of disapproval in Germany, which is paying attention to his answer on the legal aspect of the question, to the exclusion of his declaration on the question of policy.
A semi-official statement has been given out in Berlin to-day which demands an emphatic repudiation of Sir Austen's words as contrary to the most authoritative interpretation of the text of the Peace Treaty.

Reparation

The statement also asserts that if Sir Austen Chamberlain's statement is aimed at exercising pressure on the German Government in the matter of reparation, Germany will categorically decline to make concessions in this connection under pressure of the evacuation question.

The statement that Germany can only demand fulfilment of Article 431 of the Peace Treaty when she has entirely carried out her reparation obligations is held to prejudice the present international situation and to jeopardise Locarno principles.

French Policy

The evacuation of the Rhineland and its relation to the reparations question was also dealt with at some length in the French Chamber to-day in the course of a debate on foreign affairs.

M. Briand, the Foreign Minister, reiterated that France's general foreign policy was the cultivation of peace throughout the world without losing sight of the formula "Peace with Security."
M. Briand laid especial emphasis on the fact that France must act with her former Allies in dealing with the problems ahead.

Committee Of Experts

Germany, he declared, had no right to exact the immediate evacuation of the Rhineland, but he felt sure that the Committee of experts to be appointed to deal with the settlement of the reparations problem would successfully acquit themselves of that task.

The Foreign Minister added that if Franco-German collaboration could be established, an atmosphere of confidence and peace might finally be installed in Europe.

Referring to the recent Franco-Italian incidents, such as the Dimodugno murder trial, he expressed the opinion that conflict could never arise between France and Italy for their friendship had been well-tried on the battlefields.

A 17-year-old girl named Martina, from Pfaffstadt, in Austria, has been booked to appear in an English revue. She stands 7 ft 7 in. high.

Judge Rowlands, at Clerkenwell County Court, No. wise person relies entirely upon the particulars supplied by a house agent.

"PREMATURE AND INACCURATE"

\$100,000 GIFT

LORD MELCHETT'S REFERENCE TO THE ANNOUNCEMENT

JEWISH COLONISATION

London, Yesterday.
Lord Melchett says the announcement of his offer of £100,000 to the Jewish Colonisation Corporation is premature and inaccurate.—Reuter.
The Disputed Statement
The following Reuter telegram from London, dated Dec. 4, stated: [The central office of the Zionist Organisation announces that Lord Melchett has subscribed £100,000 to the Jewish Colonisation Corporation in Palestine, which will shortly be established as the outcome of the recent conference in New York for the purpose of securing the admission of non-Zionists to the enlargement of a Jewish agency in Palestine.]

CHINA'S TRADE

(Continued from Page 1.)

China, on Oct. 10, 1929, and to observe the management of the Hanoi Fair in the interest of the coming direction of similar organization at Liuchow. Mr. Wong, whose visit was intended to the authorities in Indo-China by the French Consulates at Lungchow and Hong Kong, was accorded every possible courtesy. Among the officials he met were the chiefs of the bureaux of foreign affairs, economic affairs, publicity, and the presidents of the Chamber of Commerce at Hanoi and Haiphong and others.

The Indies

Mr. Wong was assisted in his visits to the several French and Chinese organizations at Hanoi by Mr. Sene Kiang Voy, vice-president of the Canton Guild at Hanoi and a recognised Chinese representative of that city. Mr. Wong took every opportunity he had to explain, to both the non-Chinese as well as the Chinese he met in Indo-China, the recent progress made in the provinces of Kwangtung and Kwangsi, and that it will be safe for all to pay South China a visit.

Indo-China will be represented at the coming Exposition at Liuchow, Kwangsi, but the extent, of course, will depend on the public highway, water traffic, and the condition of the country at that time.

Netherland-Indies and Japan were also represented at the Hanoi Fair, besides the several states and provinces composing Indo-China.

Japan's Effort

Through the effort of the Chamber of Commerce at Osaka, Japan, 27 localities in Japan with 105 firms had goods displayed in the Pavilion specially provided for the island empire. The path leading to the Japanese pavilion had an arch above the entrance, and Japanese flags and lanterns helped to make the surrounding distinctly one of its own.

Netherland-Indies did not make any extensive attempt but showed products with charts noting the growth of various industries since 1900. The industrial progress of this country may be seen by the report of last year, when her exports totalled Fl. 1,438,064,032 and imports Fl. 927,040,266.

Points to be Noted

There does not appear to be anything in Indo-China which China cannot make or produce, but China and the Chinese merchants must be awakened to the fact that the people in Indo-China have been improving their works and products and the Government, through experiment stations and by other efforts, has been assisting industries and agriculture and, unless the Chinese traders will also co-operate, Indo-Chinese and Japanese goods will replace those formerly exported by China alone. The several principal states in Indo-China are having tourist and trade information offices to attract visitors and promote trade; and, so far, China has done very little in this direction. The Government-General of Indo-China has a special office to direct all legitimate publicity. Information Department, Kwangsi Exposition Office.

BRITAIN AND CHINA'S TARIFF

AUTONOMY JAN. 1?

SIR AUSTEN CHAMBERLAIN'S STATEMENT

NEGOTIATIONS CONTINUE

London, Yesterday.
In the House of Commons, in answer to questions, Sir Austen Chamberlain (Foreign Secretary), said that he had received no information that the Chinese Government is preparing to exercise Tariff autonomy on Jan. 1, 1929.
As negotiations with the Chinese Government in regard to the Treaty dealing with Tariff matters are still in progress, he said, he is unable to add to the replies issued by the Foreign Office in November, 1928.

Co-operation With Japan

He is always anxious to do his utmost to settle outstanding questions in a friendly manner with the Nationalist Government of China, said Sir Austen.

Asked about Anglo-Japanese co-operation in China, Sir Austen Chamberlain referred to his reply of Nov. 28 and re-iterated that there was nothing exclusive about our co-operation with Japan.

Mr. Rennie Smith (Labour) asked if Sir Austen Chamberlain's attention had been drawn to an extensive economic claim by the Japanese Government in China. Sir Austen did not reply.—Reuter.

Not a New Departure

Speaking last month on relations between Britain and Japan in regard to China, Sir Austen said these were based on obligations of full and frank communication specified in Article 7 of the Washington Treaty of 1922 and on the fact that Japan and Britain had much larger interests in China than the other Washington Powers. In these circumstances, the two Governments had agreed informally that close contact which they desired to maintain could best be promoted and developed by constant communication and consultation between their respective Ministers at Peking.

There were no conversations proceeding between the two Governments regarding China, other than this informal exchange of information and views, which he hoped would be continued.

This arrangement was not a new departure but was the natural consequence of the Washington obligations. Similar conversations and consultation took place between the British Minister and Ministers of other Powers at Peking.

Early Success Hope

Previous to that Mr. G. Locker Lampson (Under-Secretary for Foreign Affairs) stated that a tariff treaty with China was now being negotiated, and he hoped for an early and successful issue, which automatically would result in the recognition of Chinese National Government. The negotiations had not yet reached a stage to permit of a definite statement as to when the Treaty would be published.

Nanking, To-day.

The National Government of China has adopted the final draft of the new Tariff schedule. It is a voluminous document containing more than seven hundred articles in addition to sub-articles. It is expected that the schedule will be promulgated in a few days but will not be enforced until two months after promulgation.—Reuter.

MINERS' PLIGHT

NATIONAL APPEAL FOR THEIR BENEFIT

ROYAL INTEREST

London, Yesterday.
A conference in the Mansion House, of Lord Mayors and Mayors of England and Wales, launched a national appeal on behalf of miners stricken in the coalfields.

The Queen, replying to a message of sympathy from the Conference, wrote: "It is the earnest hope of the King and myself that the appeal will meet with the ready response it deserves."

The fund is now £120,000, which is hopelessly inadequate. Mr. Neville Chamberlain, in a letter to the Conference, states that something must be done to prevent the unfortunate miners sinking into irretrievable exhaustion and ruin.—Reuter.

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